

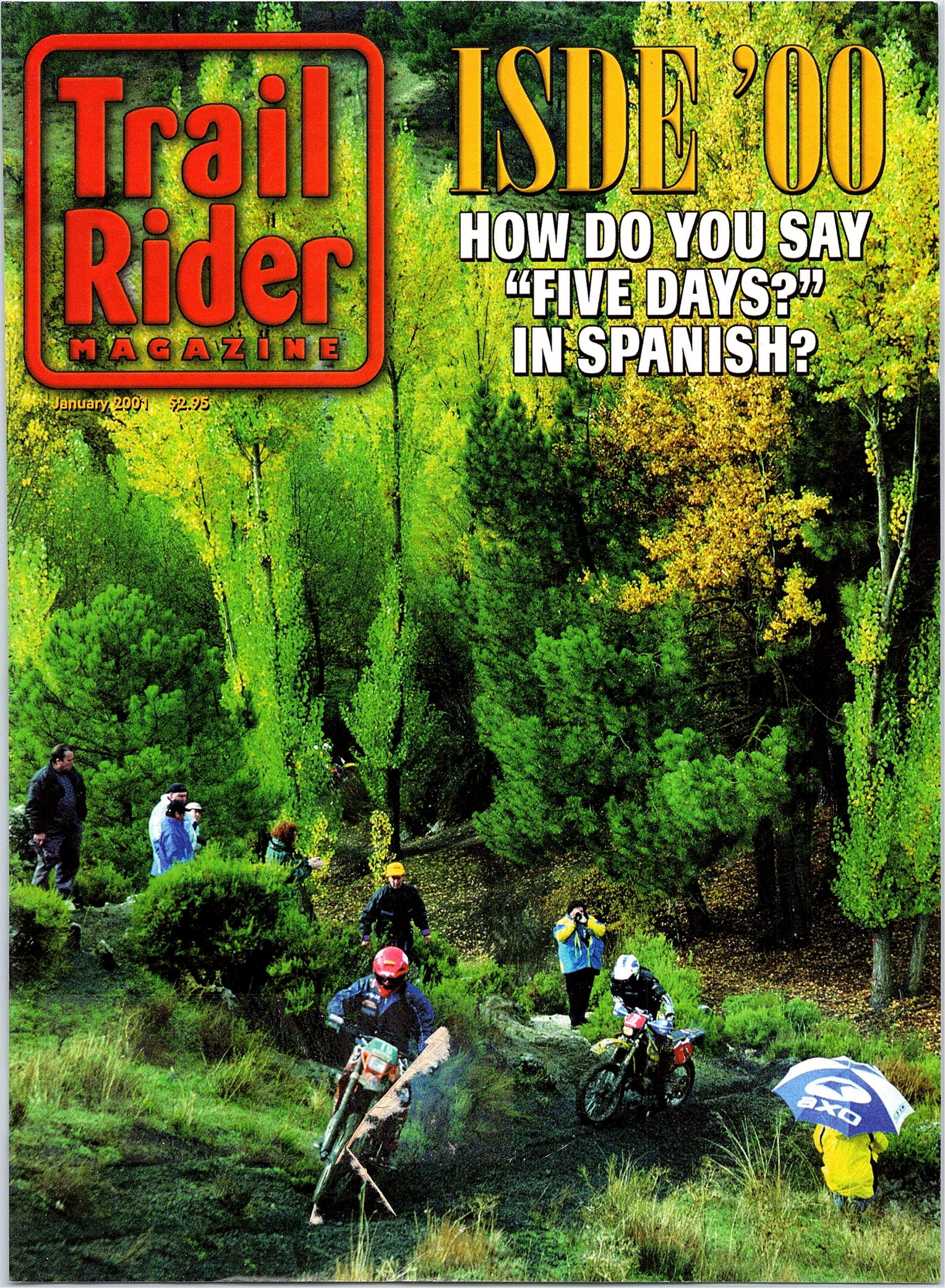
Trail Rider

MAGAZINE

January 2001 \$2.95

ISDE '00

HOW DO YOU SAY
"FIVE DAYS?"
IN SPANISH?





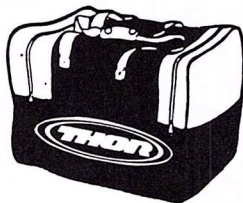
KEVINS
RACING SUPPLY

HOLIDAY Gift Center

Fast Shipping 🌲 Huge Selection 🌲 Great Deals



Pants &
Jerseys



Gear Bags



Helmets

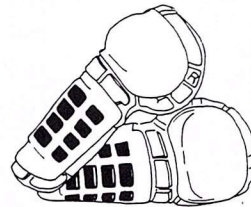
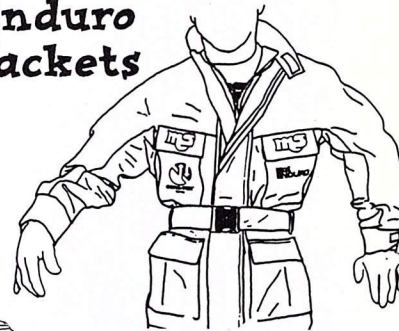


Gloves



Chest
Protectors

Enduro
Jackets



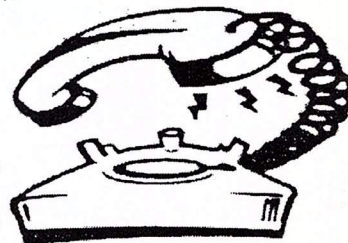
Knee &
Elbow Pads



Boots

Stocking
Stuffers!

Holiday Order Hot Line!
800-654-4998





On the cover: Fred Hoess follows an Italian team rider up a short, slick hill on day one of the Spanish ISDE. Spain was good scenery, really cool trails, odd politics and fast, fast special tests that favored everyone but us. Photo by Paul Clipper.

January 2001
Volume 31 Number 1

Paul Clipper
Bossman

Mark Uth
Technical Editor
Charlie Williams
National Affairs Editor

Len Nelson
Web Master
Todd Topham
Test Rider

Cheri Alix
Mark Baer
Mike Bernier
Denise Bernier
Jay Chittenden
Ed Hertfelder
Joe McLaughlin
Contributors

Editorial and
Subscription Address
P.O. Box 2038
Medford Lakes, NJ 08055
(609)953-2922
Fax (609)953-7223

Web Site
www.trailrider.com
E-Mail Address
trmagazine@prodigy.net

Published in the USA by

UNEXPECTED
C O M P A N Y

The advertising deadline
for the March 2001 issue
is January 20, 2001

FEATURES

- 24 ISDE in Granada**
A long story about a short Six Days

MACHINES

- 34 KTM 400RFS Revisited**
Dialing in the thumper

COMPETITION

- 10 NETRA Enduros**
Cockapontset
- 12 ECEA Enduros**
PBER and DER
- 16 ECEA Hare Scrambles**
Lummis Mill
- 20 GNCC Final Round**
Watts smokes 'em all
- 38 SETRA Enduros**
Cracker and Cane

DEPARTMENTS

- 4 Last Over**
Fool's Luck
- 6 Local News**
- 9 Riding with Mike**
What Next?
- 18 TR Toolbox**
Hydraulic CLutches
- 42 Yankee Trader**
- 46 Hertfelder**
Work at it



Warning: Don't ride where you're not supposed to go. Don't watch Tele Tubbies when nobody's around. Don't check out your own roost. Don't ride nekkid in a rainstorm. Don't ride without a helmet. Don't ride without boots. Don't ride without eye protection. Don't ride without a brain. Don't make noise around the tree huggers. Don't let anybody get you down. Don't call me late for dinner. Don't tie your bike down with clothesline. Don't paint anything char-treuse. Don't eat your salad with a spoon. Don't even give me that look. Don't sit around wondering why. Don't start out with bad directions. Don't ask "How did I get here?" Don't say didjawanna. Don't forget to have fun.

Rules of Order

Subscriptions: Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$30 yearly, in U.S. funds. We're not selling overseas subscriptions any more. We don't have a Visa & Mastercard merchant's account, so we can't sell by credit card, and neither are we set up to "bill you" for a subscription. The only way to get it is send in a check, cash or money order, and we'll do the rest.

Renewals: If you like Trail Rider, and plan to renew, it would be really helpful if you looked at the label on your magazine and checked the expiration date. When you start getting close to expiring (the magazine, not you), send in a check along with the order blank from an issue, or just your name, address, and sub number (above your name on the label), and tell us that you want to renew. This way we can avoid sending out a renewal notice, which will save us money we can then spend on food. If you drag your feet and forget to renew until you stop getting issues, there's no way we can "start you with the last issue" you missed. We have to start you with the next scheduled mailing, and you'll have to buy the missed issues as back issues, if we have any left. We mail out the magazine every month like clockwork, on or about the 17th, so renew as early in the month as possible in order to not miss it.

Back Issues: A limited number of back issues are available. Write us and let us know the month and year, and send \$2.95 per copy, plus U.S. Postage of \$3 for up to four magazines. More than four and we'll have to figure out the postage. Don't use the shotgun approach and tell us to "send all the mags with XR400 tests" unless you have plenty of time to wait. (Hint: We never had an official XR400 test bike).

Address Changes: If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines if you tell them to, but they don't do it in a hurry.

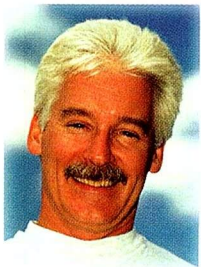
Newstand Sales: You won't find Trail Rider in any convenience stores. You can get Trail Rider in some motorcycle shops, and some day we plan to print a list of them. Shops can sell Trail Rider easily. We'll sell you a minimum of six issues (non-returnable) at a price you won't lose money on, and we'll pay shipping. Call us.

Advertising: Retail advertisers are strongly encouraged to get in touch with us if you want to advertise in the Northeastern market, because we've got a dedicated, faithful readership of about 8,000 hardy souls, and the number is growing steadily every month. Besides that we like to eat, as we explained above. Advertising is what keeps this rag alive, and we appreciate your business.

Contributors: We pay \$30 a page for copy, and \$8 each for black and white photos, but we don't print just anything that comes in. Call us and we'll talk about it.

Yankee Trader: Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thanks!

Trail Rider Magazine (ISSN 0892-3922) is published monthly at 127 Navajo Trail, Medford Lakes NJ 08055. Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$30 U.S. yearly. Copyright © 2001 by Trail Rider Magazine. All rights reserved. No advertising or editorial matter in this magazine may be reproduced for distribution without written permission by the publisher. Contributors: Articles and event photos are welcome, although we assume no responsibility for unsolicited materials. Unless special arrangements are made in advance, all published materials become the sole property of Trail Rider. Periodicals postage paid at Medford, New Jersey, and additional mailing offices. **POSTMASTER:** Send address changes to Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055-2038.



Last Over

by Paul Clipper

Fool's Luck

It was a good day, just one of those days when certain key things go wrong. Not everything. We've all had days when everything goes wrong; and this wasn't one of them. It was just a day—a whole weekend, actually—when certain pieces of the puzzle were lost.

For example: I was headed for the Cockaponset enduro on Saturday afternoon, stopped along the way and had dinner with a friend in Middletown, Connecticut. Afterwards, went off thinking I was going to drive straight to the strip of motels nearby, and stay at the same place I stayed the last time I was there—which was either last year or the year before, I honestly can't remember (which just might be the root of my problem—bad memory). You know, I was sure I knew exactly where this motel was, but for the life of me I couldn't find it. I would have stopped to ask directions if I knew exactly what I was asking for, but I didn't, and besides the motel was just up here... I knew it. An hour later and about 50 miles of driving I finally gave up and followed freeway offramp signs to a Super 8 I'd never seen before.

Somewhere in there I realized the one key thing that was going to make the enduro a challenge the next day. I had a clear picture in my mind of my enduro computer sitting right on the workbench in the garage, right where I left it. Aside from that I had no watch, no enduro clock, possibly a roll chart holder and nothing else, certainly not an odometer. I am not one to panic and try to rectify a bad memory by going to the all-night drug store and buying a watch and a roll of adding machine paper, etc., so I just heaved a sigh of futility and turned attention to the all-night James Bond special on the tube. Just my luck, it was wooden old Roger Moore, and not my favorite Sean Connery, or even dark horse George Lazenby (*On Her Majesty's Secret Service*).

Have I ever mentioned that I used to go riding with George? It was back in the '80s, years after his one and only Bond movie. He's a rebel, and probably didn't do more than the one movie because he didn't really get along with the system. When I knew him, we were both living in California and he was making wads of money doing Grey Poupon mustard commercials. He was always amazed that he could get more money from doing a few commercials than he could ever hope to make from Bond, and the work was much easier and left him lots more time for riding. Still, we used to make him say it, especially in front of the dewy-eyed waitresses when we went to dinner. It would make chills go down your spine when he claimed his name was "*Bond, James Bond*."

Anyway, getting back to the story, Roger Moore once again put me to sleep, and after a fitful night I found myself suiting up for the enduro with no orienteering gear at all. Nothing makes me feel stupider than going to the line without even an odometer, and I had dutifully wound up the roll chart even though I've long since lost the ability to

see it when I'm riding. I found myself right in front of Rick Claxton, which was good because I could timekeep off of him, and Dave Gunn was right there too.

It was a good ride. There were rocky sections, but between them were short stretches of really cool smooth trail. The coolest thing was that it was finally a dry ride. I'd been riding in mud all summer, I swear it, and it was just so neat to have traction underfoot. I blundered into checks as best I could, but it was plain I wasn't going to be splitting

into the gravel pit "special test" from years past. I knew to get pumped up and ready because the trails were tight and tricky, and I made it through without falling down, and checked out, by now a little closer to my minute.

We had a little asphalt after that, and then cruised off the end of a dead-end road—Wig Hill Road, I won't forget the name. Here was where I came across my only stopper of the day. John Przbyski, a guy whose name I remember typing in the past but whom I'd never met, was splattered across the

"Somewhere in there I realized the one key thing that was going to make the enduro a challenge the next day. I had a clear picture in my mind of my enduro computer sitting right on the workbench in the garage, right where I left it."

any hairs, timekeeping.

So I started getting bored, and feeling guilty about wasting my time enduro riding when I should be taking pictures of all the guys better than me. We came to a spot where the trail ahead doubled back close to us, and I saw minute ten coming the other way. Without much in the way of second thought I pulled off my trail, cut through the woods and whipped out my pocket camera.

I shot some pictures for a while, and then figured what the heck, I might as well jump in behind these guys instead of riding the section they just came out of. I stopped and asked Shawn Mason's brother where Jason was, since Jason Cayer and Hans Neff were basically duking it out for the championship this day. He said Jason was on ten. Within a few miles I was at the gas stop. I filled up, and looked ahead to see that minute 10 was just leaving the known control and heading out for the second loop. I figured it was prime time to follow them, camera in hand, and skipped past the check, missing what I figured was my second check of the day so far.

That was nothing, though. The next check was a check-in just a few miles ahead, and I must have burned it by 14 minutes, easy. My friend Paula was marking cards, and she looked at my number and said "What's up with this...?" I told her I was on my own schedule, it's okay to mark the card I'll make it up later. She looked at me like I had a big, square hole in my head, and marked down the burn.

There wasn't much in the section. I may have stopped and taken a photo or two, but then pressed on. It was all good trail riding, and soon I started recognizing the trail as the section going


trail in the classic "relaxed at the wrong time" position. I stopped to ask if he was all right, and he said "I think I shattered my elbow." Time to park it.

For just about the next hour I tried to make John feel a little better about the impending operation and hospital stay. He was in fairly good spirits and I helped him out to the road, got some help there to take him and his bike, then sent him on his way. I started following the arrows again, but I wasn't much into it any more. Funny how witnessing a good injury will slow you down for the day. I just tried to take the mellow line through the woods, cut the course where I felt like it, and eventually ended up coming through the finish check.

I felt good about the ride. It was a beautiful fall day in the woods. I hadn't been riding very fast but it felt good to stop and help somebody else out, so it was all right. As an afterthought, on the way out I turned in my card, telling the scorers "You'll get a pretty good laugh out of this one!" The check-point times on the card went from over ten minutes early to probably 58 minutes late, to at least a couple of checks that were missed altogether. But like I said, I was satisfied as I climbed into the van for the four hour drive home.

I thought it was all over, until Monday when Pete Tanner called me up. "Hey, I need your address. They called your name at trophy presentation and I took your trophy for you. Didn't you know you got third A Four Stroke? You must have had a pretty good ride!"

I'd say the only explanation is that the Lord protects fools and children. That, and being one of only three people in the class, helps.

But like I said, it was still a pretty good ride! 



FOCUS
on the win
MI RACEWEAR

HAVE YOUR DEALER CONTACT

**PARTS
UNLIMITED**



WWW.MOOSOFFROAD.COM

Big Enduro, No Enduro?

Another thing to keep in mind when you're reading this month's story about the Six Days in Spain, is that the deck was further stacked against the Americans by the elimination of most of the terrain tests in the event. Terrain tests, also called "enduro tests" differ from the cross tests in that they're more technical, and Americans typically do much better in the terrain tests than they do in the cross tests. Well, this year each day's trail was only one lap of a giant loop, and on the loop there was one terrain test and three or four cross tests. By the rules, the first lap through on each terrain test is untimed, meaning they could only count a maximum of three terrain tests for the whole event, and then on day four the terrain test was thrown out for reasons none of us understood. That left only two "enduro" tests to be scored for the week, in the biggest enduro of the year. Not much of an advantage to American riders, that's for sure.

Awards Banquet Coming

The 2000 New England Trail Rider Association's annual awards banquet will be happening this month. It's on Saturday, January 27th, at the same place as last year but with a new name—the Hyatt Regency Newport on Goat Island in Rhode Island. Mention NETRA and you can get a room rate of \$89, and the place is really luxe. It sits right on the Sound—make sure to wear something warm if you plan to go outside in that breeze! The phone number for the hotel is (401)851-1234, and for banquet tickets call the NETRA office at (860)875-5757.

Screw This, We're Going Riding!

As this is being penned and pasted together, we're also packing our bags in anticipation of leaving tomorrow for California. What's the occasion? First chance to ride the new Yamaha YZ250 four-stroke, that's what! Think we want to be here typing right now? Think again, Rinaldo....

ECEA Awards Night

The East Coast Enduro Association will be honoring their many riders on February 3, 2001 at the Radisson Hotel Philadelphia Northeast (US Route 1 at Old Lincoln Highway, Trevose, PA). This is also the same place as last year.

The ECEA will have three rooms devoted to display area and plenty of camaraderie. Set-up time for the display area is 11:00 a.m. and the displays open officially at 3:00, but by past experience the party starts whenever you get there. There's a good deal available for room and banquet tickets, the Preferred Package rate of \$140 inclusive. The package price includes an overnight room for two people for one night, banquet dinner for two on Saturday 2/3/01 and breakfast for two on Sunday 2/4/01. Hotel check-in time is 3:00 p.m., but by past experience they'll give out rooms as they're ready. Call the hotel at 215-638-8300 to make your reservation.

Election? What Election?

Also as this is being written, it is the last week in November and we still don't have a president elected. Apparently George W. Bush has been declared the winner of Florida and its 25 Electoral votes, but Albert Gore is still protesting the count, and pledges to go on forcing recounts until he gets the count he wants. Okay. Personally, I believe that George W. doesn't have much to offer, but I look at Gore as the continuation and worse-ifying of Clinton's turn-public-land-into-wilderness policies. He speaks on TV with a condescending "I know you're all idiots, but..." look on his face, and squeals mightily every time someone else declares W. the winner. He cries of collusion, of vote-fraud, but you know, I can hardly believe it when he's speaking from an administration that has pulled every string there is to get him as far as he's gone. I have no overt political beliefs; I am neither

Republican nor Democrat, but Al Gore looks like a sore loser, and I can't imagine what his presidency will be like if he actually fights his way into office. (unsolicited political opinion by the Bossman).

ISDE 2000 Tape Available

Marshall Rose has his tape of the 2000 Six Days in Spain available, and it's in keeping with his past standards—in other words, it's a lot of tape. 15 hours, to be precise, and for a set of these tapes he wants \$65. It is all stream-of-consciousness footage, Marshall seems to turn the video camera on in the morning and not shut it off until it gets too dark to film. Well, not really, but you'll get a truer Six Days experience from his tapes than anything us lowly magazines can print. He also has ISDEs from Tulsa '94 all the way up to the present, for the same

NETRA Trails Summary

The following is a summary of the trail access situation in New England, put together by NETRA's vice president Mike Stone and president Bill Haas. All Northeastern riders should be aware of what's going on here, and please pledge some of your time this new year to help, or help fund trail access efforts in New England and elsewhere.

We have traditionally had year-round access to trails in nine state forests in Massachusetts. In 1996, the Board of Environmental Management tried to ban us from all the state forests except by special event permit. After much lobbying by NETRA and with help from the AMA, this board voted to limit our use to seven forests from May 1 to November 1 if we signed agreements to perform trail maintenance. NETRA and its local clubs (Greylock Riders, Hoosac Valley MC, Berkshire Trail Riders, Pathfinders) and ATV and snowmobile clubs formed the Berkshire Trails Council which signed agreements for the five forests in western Mass. King Philip Trail Riders and Pilgrim Sands MC signed for the two forests in eastern Mass. We have fulfilled all our requirements for these agreements for the past four years, providing 9000 documented man-hours of volunteer labor.

Last year we successfully lobbied the DEM to extend the riding season to the last Sunday in November. We have been fighting aggressively to reopen Miles Standish S.F. in eastern Mass. The DEM commissioned a study on the issue by Epsilon Consulting this year which recommended a limited area in the forest for ORV trails.

Route-sheathed trail loops which also use trails outside the state forests tie many of these forest trails together in western Mass. The Tri-State Riders also maintain a trail loop in central Mass which does not use state forest land.

Although this state forest program has been successful, we are pushing the limits of volunteer labor. Trail conditions are far better than they were before the program, but there is more that should be done. Working in conjunction with the Snowmobile Assn. of Mass and the ATV clubs, NETRA has hired lobbyist Shawn Sheehy to introduce a bill in the state legislature which would create a VAST-like system for ORVs in Massachusetts. VAST is the Vermont snowmobile association which has put together a phenomenal trail system using a private/state partnership. Funding for this ORV trail system would come from state gas taxes, registration fees, and trail maintenance passes which would be required to ride on the trails.

In Connecticut, the Pathfinders maintain a twelve mile loop at the U.S. Army Corp of Engineers' Thomaston Dam, open six months per year. Several clubs, particularly the Central Cycle Club, maintain the few miles of ORV trails in Pachaug State Forest as part of a trail loop for street-registered trail bikes. These are the only public areas open for recreational ORV use in the state. Other trails are maintained by Salmon River County Riders and Connecticut Ramblers for special permit events.

NETRA is working with the CT Motorsports Business Assn to pressure the state to open ORV trails in a state forest. CT state law mandates that the DEP provide ORV trails and the state is in violation of this law. We have pressured the DEP to commission two studies in the past year. One recommended an ORV trail loop in Cockaponsett State Forest. The second study, which included two meetings between the CT DEP and Mass DEM to learn about the Mass program, is still pending. We will be meeting with the Governor's office and State Senator Aniskovitch in December.

In Rhode Island, there are no public riding areas except for special permit events. Last year, the state made the permit process much more restrictive. The Rhody Rovers have been trying to get the state to approve a trail loop which would tie into Connecticut's Pachaug loop. The DEP has not been cooperating and the matter is currently in court.

NETRA and the Pathfinders maintain two trail loops for street-registered trail bikes in Vermont which use jeep trails, snowmobile and other private trails, and a small section of state forest trail. There are many additional jeep trails and private trails in the state, and a 12 mile winter-only ATV trail, but no other public riding areas. A new group, not affiliated with NETRA at this time, VASA, has been meeting with VAST officials and others in an attempt to put together an ORV trail system in VT.

There are five state forests in New Hampshire with ORV trails. MVTR, Montshire Trail Riders, and Norumbega Trail Riders maintain trails in New Hampshire, and the state Director of ORV Safety is an enthusiastic NETRA member.

There are many trails in northern Maine, particularly on paper and lumber company land, but the long distances from population centers of New England mean they get little use except by snowmobilers.

Event-wise, NETRA sanctions an 11 event enduro series, a 16 race hare scrambles series, an 11 event recreational turkey run series, a 16 race junior enduro series, and several Nervous Novice parent-child rides and Toys for Tots rides.

Mike Stone
VP, NETRA; CLO, NETRA;
Secretary, Berkshire Trails Council; VP, Pathfinders MC of CT



The YZ250 in action at the ISDE; Peter Martin, Aussie Trophy Team.

price, and some of the Northern California National Hare Scrambles. Call him at (510)223-5764, or check him out at www.offroadrider.com/x-countryvideos. His e-mail address is worldguy00@aol.com.

Cover Boy Makes Good

It came to our attention that former Trail Rider cover model Jimmy Lewis won the Dubai Rally over all this past fall, and as such is making the big bucks and living the high life of an international rally star (picture Austin Powers with a gruff). Actually, Jimmy still works his day job as off-road editor for Cycle



Jimmy Lewis (up high, of course) and teammate Nani Roma playing Crusty Demons of Dubai.

World magazine, and has previously gained fame from other top rally finishes, including a podium at the Paris-Dakar rally, top finishes in Baja and the Nevada Rally, and racing Baja on an XR100, or something like that. We know he consciously monitors his blood-alcohol level at all times, to remain at the peak of fitness, and that he is sponsored by BMW and is the only American human to have ridden the BMW R900RR, the 90 horsepower boxer flat twin that he won Dubai on. And that's about all we know about the guy.

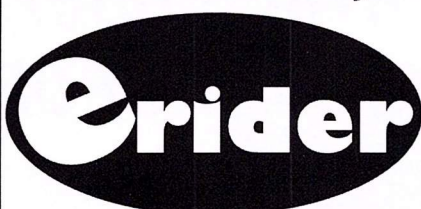
Campbell Gets On It

Speaking of rallies, the Paris-Dakar rally is coming up quickly, and Jimmy Lewis is getting ready for that right now. But in other news, Honda factory long-distance star Johnny Campbell has signed up for the event, and will be riding this year on a factory prepared Honda XR650R. Johnny has won Baja, won the Nevada Rally, and will certainly do well in Dakar, and we wish him good luck.

Videos Not Available

We told you back in the October issue about some controversial videos you could order, titled For the Good of All, and Vanishing Freedom I and II. We ordered the tapes, and were disappointed to receive just For the Good of All and a note saying that Vanishing Freedom wasn't available any more. Not available? It's a videotape, it could go on being duplicated forever. Always the conspiracy theorists, we put in a call to the distributors, the American Land Rights Association, and they told us that Fox News, the creators of the Vanishing Freedom documentaries contacted ALRA and told them to stop distributing the tapes. Sound like freedom of speech being suppressed to you? Maybe we can get a copy from Fox News? Tell you what, here's their phone number—888-443-6988, toll free—and if you were hoping to get a copy of the tape why don't you call them and ask them why you can't get it any more. ↑

The Best in KTM Aftermarket Parts & Accessories



VISIT US ONLINE!

www.erider.ws

(440) 286-6273

- Complete Rear Wheel Spacer Kits \$79.99
- PDS Heim Bearing Housing Guard \$21.99
- "Lifetime Guarantee Kickstand Bolt" \$14.95

The Best Off Road Accessories for Every Bike!



Carbon Fiber Pipe Guards, Clutch Cover Guards, Skid Plates, Fork Protectors, Chain Guides for Kawasaki, KTM, Yamaha, Suzuki, Honda, TM, Husaberg, and Gas-Gas

Lighting Coil Ignitions for Kawasaki, Yamaha, Suzuki and Honda, 100w X 2 output

Paoli Forks and Tecnosel products available

E LINE
ACCESSORIES
By Kevin Hines
54 Spectacle Pond Terrace
East Wareham, MA 02538
Ph: 508-295-0812 • Fax: 508-291-2605
www.elineaccessories.com

Midtown Kawasaki Husqvarna 2000 Leftovers!

Great Deals on Husky's Great Bikes!
Call for Prices!



1864 Silas Deane Highway
Rocky Hill, CT 06067 **(860)721-0193**

UPS SERVICE NATIONWIDE • GIANT PARTS WAREHOUSE

Kawasaki
GOOD TIMES PRODUCTS

Guess which KTM model Shane Watts did not win on last year.

125 EXC



300 EXC



200 EXC



380 EXC



250 EXC



50 PRO JR



400 EXC



WATTS CLINCHES THE 2000 GNCC CHAMPIONSHIP, RIDING SIX DIFFERENT KTM EXCs TO VICTORY.

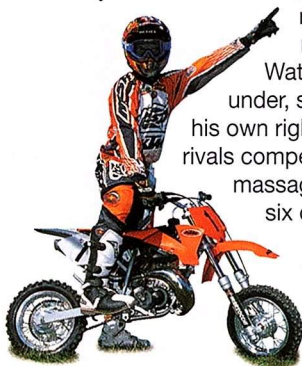


The 2000 GNCC series will go down in the record books not only because it's America's most hotly contested off road series, but because of the rider that dominated it. Shane Watts, the likeable fellow from down under, seized the 2000 GNCC Series as his own right from the start. While most of his rivals competed on highly modified and massaged motocross bikes, Shane rode six different KTM EXC models right out of the box to victory en route to the 2000 championship. That's six different almost completely stock KTMs! No other rider could accomplish such a feat, because

no other rider understands winning like Watts. And no other manufacturer understands off road racing like KTM. Hurry down to your KTM dealer today and pick out your own 2001 KTM EXC model. No matter which one you choose you're guaranteed to pick a winner, even if you pick the 50 PRO JR.

2000 KTM RACE TEAM:

GNCC — Shane Watts / Enduro — Mike Lafferty, / Supercross/Motocross — Shayne King, Rodrig Thain, Kelly Smith, Andy Harrington, Keith Johnson, Donovan Mitchell





What Now?

It seems the latest question I keep hearing is, "You racing the 400 four-stroke next season?"

It would seem that way since I haven't raced a two-stroke in the second half of this year. My reasoning behind all this is I want to get that fire back in my riding. I needed some time off my race bike to sort things out, but at the same time I needed to keep riding.

The four-stroke allows me to do this. The bike is so easy to ride, it doesn't take a lot of effort to handle. And it's different. What I mean by different is the power comes on softer and smoother than my fire-breathing 250. It is a little heavier, which takes a little different riding style to maneuver. I first started riding it like my 250, and boy did I wear myself out. It doesn't need to be thrown around and have the weight work against you. To ride it correctly, it almost seems you need to slow everything down. Don't accelerate as hard, clutch as much and brake nearly as hard you do on a 250. When you get this dialed in, it seems you and the bike are working less and going just as fast, if not faster. The four-stroke is fun for everything—trail riding, racing or goofing off.

I tried two of them this year. Early in the season I played around with a 400SX in a couple of the GNCCs. The SX is a kick-start model, so I had to learn how to fire it up fast on the line, but once I got that worked out, it was cake. I could get starts just as good as my



250 on that bike, and it never took more than a kick or two to get it fired if I stalled it. I was really stoked on that bike, but I had to give it back so I could concentrate on riding my 250 for the last of the national enduros. Bummer!

I didn't want to race the electric-start E/XC four-stroke because I was scared of the extra weight, and I thought it would slow me down. But after I clinched the enduro title KTM told me they had a 2001 400E/XC I could ride if I wanted. I can't have the SX back? Sure, I want! I'll tell you what, one ride on the E/XC and I was sold. There isn't anything in the world that com-

pares with that electric button. The thing that got me was realizing I could lock the 'stroke up, stall it out, and re-start it even faster than my 250, just by hitting that button! No way! It's like cheating! I liked it so much I rode it in the very last national, and I won on it. Pretty good for a training bike!

By riding the 'stroke, I've still kept in shape, but it still feels like I have had some time off. And just recently, I got back that fire I wanted. Now I can't wait to ride my 250. Everything feels new again. With the new feeling comes a new attitude. So, to answer everyone's question on whether I will race a four-stroke next year—probably not. As much fun, and as easy to ride as the four-stroke may be, I'm more comfortable on my 250 in all sorts of conditions. I would have to start all over again, on how a four-stroke would work and react in different types of conditions, at all the different races across the country. I thought about it, and whether I race in California at a national enduro or in South Jersey at a local hare scramble, I feel more confident on a 250.

I can't wait until 2001 starts up. Spend the first couple months out west, hitting a few of the new hare scramble series they have starting up. Then the first two national enduros, then head back east to Florida to give a go at the first rounds of the GNCC series and two more enduros in Georgia and Louisiana. Man...life is GOOD!

—Junior

WINTERSTUDS.COM

OFF-ROAD STUDDED TIRES



FRONTS
\$164.95

REARS
\$184.95

www.winterstuds.com

1 877 GET TEN X

1800 SHERIDAN STREET NORTH BRADDOCK PA 15104
PH (412) 824-8889 FX (412) 824-3749

ALL HAIL HANS

The Salmon River County Riders cook up a new course and the championship-deciding points

Round 8, Chester, CT 10/15/00

The chase for the 2000 NETRA Enduro Crown has been a tight one. Halfway through the season, there were no fewer than five riders who were in reach of the brass ring. As the season wore on, three riders rose to the top and fought it out to the end. While KTM, Moose, Razee-sponsored teammates Hans Neff and Jason Cayer battled it out, Yamaha, Sinisalo, Valley Motorsports-backed Jerry Madore played the spoiler all season long.

The penultimate round of the series would serve as a practical winner-take-all, since both Neff and Cayer would be earning their required work credits at the final round. Coming into the Cockaponset, Neff held a fair lead over Cayer and Madore, but take off the one "throw-away" score, and Neff and Cayer were both tied at 119 points while Madore trailed closely with 110.

The SRCR traditionally host an enjoyable event. The layout of their trails forces them to run many short sections, with plenty of resets. Since the terrain is relatively easy in comparison to other NETRA events, this layout makes for low scores. Each section must be flawlessly executed if one expects to even take a class win, never mind having a shot at the overall win. Luckily, the weather cooperated in setting the stage for the battleground, as forecasted showers held off all day long.

Hans Neff did not let the pressure of defending his number one plate get in the way of what he wanted to accomplish today. He rose to the occasion and set the fastest time in almost every one of the timed sections.

The first section proved to be a real drag race. Neff led the way through one of the day's longer trails, dropping only one point. KTM/Razee/Moose teammates Cayer and Peter Tanner joined him with one each, as well as CRE/E-Line, Razee, Moose rider Raffi Peterson, and Cycles 128/Moose's Eric McEachern.

In the second timed section, Neff broke away and started to build a lead that would prove insurmountable. He again dropped only one point in the section, while the rest of the AA and faster A riders dropped two. At the official gas stop, Neff's two-point score was unmatched.

The day's second loop brought some technical trail into the mix. Hans roosted his KTM 250 to the only



Hans Neff took the win and the season at the Cockaponset. (File photo by Cheri Alix).



Jason Cayer had to beat Neff to stay in the points, but he came up short by the end of the day.

one-point score at check 6. Losing only 1:51, he was followed by Cayer (2:17), Madore (2:20), and McEachern (2:20). In the short section that followed, Neff again dropped only a single point. Cayer, Madore, Peterson, Tanner and McEachern also each cruised in with one apiece.

Two of the day's longer sections followed, the second being a loop through the rock-strewn Cockaponset State Forest. 2-2 proved to be the scores to beat. Neff, Madore, G&G Cycles/MSR-backed Rick Claxton, Cayer and Tanner all swept through with 2-2.



Jerry Madore was close in the points, but needed more wins earlier in the year to get the title.

Cockaponset Enduro			B Four Stroke			C Four Stroke		
Overall High Point			A Four Stroke			B Veteran		
Hans Neff	KTM		1. Jim Simcock	Yam		1. John Considine	Yam	
A High Point			2. Jim Green	Suz		2. Ken Hawk	Hon	
Eric McEachern	Hon		A Veteran			3. Dave Gargiulo	Suz	
B High Point			1. Paul Courville	Yam		C Veteran		
Dan Collins	KTM		2. Dave Kelley	Hon		1. Alan Ross	Hon	
C High Point			3. Mike Kelley	Hon		2. Jeff Bertocchi	Hon	
Stephen Tanzella	KTM		A Senior			3. Paul Darezzo	Hon	
AA			1. Steve Michalski	KTM		B Senior		
1. Jason Cayer	KTM		2. Duncan Broach	KTM		1. Bob Stadler	Kaw	
2. Jerry Madore	Yam		3. Glenn Dougherty	KTM		2. Bob Kamay	Hus	
3. Rick Claxton	CRE		B Bantam			3. Dewey Heichel	Suz	
A Bantam			1. Jeff Grant	Kaw		C Bantam		
1. Kevin Howley	KTM		2. Paul Smith	KTM		1. Scott Pakenham	KTM	
2. Jerry Randall	Yam		3. Mark Beauregard	Yam		2. Russell Cone	Suz	
3. Dave Harris	KTM		B Light			3. Scott Evans	Kaw	
A Light			1. Fran Gaulin	KTM		C Light		
1. Mike Nash	CRE		2. Don Quinn	Kaw		1. Dean Huff	Suz	
2. Tim Baker	KTM		3. Pete Belanger	KTM		2. Jeff Goscenshi	Yam	
3. Scott Hoginski	Hon		B Heavy			3. Wally Lewis	Suz	
A Heavy			1. Doug Simone	KTM		C Heavy		
1. Anthony Geraci	KTM		2. Steve Sheppard	KTM		1. Alex Beldotti	KTM	
2. Austin Jalbert	Hon		3. Dave McKosky			2. Carmen Martone	KTM	
						3. David Galisewski	KTM	



Rick Claxton was a contender all year, finished the Cockaponset in fourth place overall.

As the course wound its way back to the start, some of the day's earlier trails were traveled in reverse. Most riders were able to cruise through the sections with a 1-0 score through checks thirteen and fourteen. The final section, however, proved to be a bit more challenging.

Back-to-back hills consisting of steep, slick, loose rock caused most riders fits. Those fortunate enough to be on earlier rows made it up with only a modest amount of trouble. However, by the time the bulk of the riders arrived at the base of the hill, there should have been a "take a number" machine, like one you'd see at the deli counter. People were literally lined up at the bottom, waiting for their turn to make a run at it.

If you dared to create your own line up the hill, chances are you would find yourself hopelessly stuck, or at best, rolling back down to wait in line. If you were lucky enough to make it up the first one, imagine the disappointment to find another hill very similar to it as you crested the top. The hills were no match for Hans. He easily blasted up them, losing only 1:48. Cayer was the only other rider to sneak in under the two-minute mark at 1:56.

After tallying up the scores, Hans Neff sewed-up his second consecutive NETRA Enduro Grand Championship with a score of ten points. Cayer kept him honest until the end, losing only twelve points on the day. Eric McEachern's thirteen-point score was good enough for A High Point and third overall. Jerry Madore's fourteen left him sitting in third AA and fourth overall.

Dan Collins roosted his KTM to a twenty-two, narrowly edging out Jeff Grant for the B High Point. Stephen Tanzella took home the big C High Point trophy with his fifty-one. Bill Johnson chalked up another win in the Super Senior class, and Joe Curti stole a win in the Masters class. Stacey Edwards continued her winning ways in the Women's class, by virtue of her making it the farthest (check 8).

With one round remaining, the season has been unofficially wrapped up—with respect to the overall championship. Congratulations to Hans Neff and all of his sponsors for putting together a fine effort this season. While the overall championship may have been decided one round early, there are still many individual class championships to be decided. Stay tuned to these pages to find out how the rest unfolds at the Black & Blue enduro on November 5. ↑

Call For A Free Catalog!



Just in case you DON'T have enough trophies.

XR600 trail whale turns into a Woods Weapon overnight!

Aloop's 4SMX seat/tank kit is 3" narrower than stock, even slimmer than a YZ400! The CR shrouds direct more cooling air to the engine, and you won't believe the difference in handling. Lose that old Humpback Whale, get an Aloop Kit!

Here's what you get:

- 2.0 gallon plastic tank
- CR-type radiator shrouds
- fully assembled CR-type seat
- genuine One Industries Graphics kit
- 2nd petcock and mounting hardware



Our great looking kit gives you faster lap times, better handling and more comfort!

ALOOP Offroad

ALOOP Offroad, 3911 Norwood Dr. #G, Littleton CO 80125 • www.aloop.com



"Enduro is a contest where speed is not the determining factor." —AMA Rulebook

While your definition of Enduro may vary from the official version, one thing that really helps harvest the trophies is our PaceMaker 3 Enduro computer. It's the choice of East Coast pro's like Fred Hoess, Hans Neff, and several thousand other racers who appreciate our large alphanumeric display, infrared download capability, and optional audible alarm. Is the P3 the best? It's no contest.

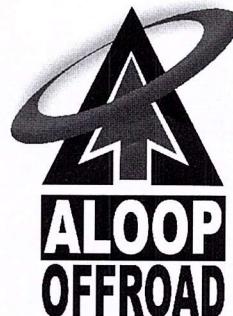
Here's what you get:

- P3 Computer
- remote thumb switch
- rugged sensor and magnet
- crossbar mounting bracket
- full instruction manual

Pacemaker P-3 \$369

XR400 kit Only \$449
(fits XR250 & XR400
1996-2001)

XR600 kit Only \$479
(fits 1988-2000 XR600)



To Order Call 1-800-66-ALOOP

KNOWN CONTROL

Jack Lafferty Jr. wraps up his ninth championship

Pine Barons Clock Run Round #18, Chatsworth, NJ 10/8/00

Fred Hoess picked up his eighth ECEA enduro overall win for the season, completing a sandy Pine Barons Clock Run at ten points down. The Husqvarna USA, Dunlop, Answer, Arai, Scott, Spectro, WER, Works Connection, Motion Pro, Pirie Composites, Fredette Racing, FMF-sponsored Hoess fell behind early, but came back strong in the day's final test, earning a one point victory over runner-up Jack Lafferty, Jr. Jack Jr., sponsored by Bromley Suzuki, successfully campaigned an RM250 for a change, and his second overall seeding putting him in the driver's seat to earn the series championship, amazingly, his ninth. A trio of 12 point cards vied for the final podium position. KDX rider John Robbins (Kaw) took third overall and earned the High Point A trophy in the process, edging out Super Senior rider Bruce Dengler (Hon) and YZ250 pilot Jamie Wright (Yam) on emergency points. Dengler and Wright finished fourth and fifth overall, respectively, each taking home first place trophies in their respective classes (A Super Senior and A250).

The Pine Barons event was again staged from the New Jersey ORV park in Chatsworth, New Jersey. Ambient conditions found cool temperatures, clear and crisp in the morning and overcast in the afternoon. The club had laid out a three loop course with two remote gas breaks, located at the Caranza Monument. The race was run entirely at 24MPH except for a short four tenths with a one MPH



Don't look for him in the Senior class: Jack Lafferty Jr. is the Energizer Bunny of the ECEA, and a nine-time champion.

speed average that provided time for the second gas stop. The course was to contain three special tests, the first right off start on the grounds of the ORV park trail. Unfortunately, spotty arrowing combined with the maze of trails within the park contributed to a great number of riders becoming lost within the section, eventually precipitating its disqualification.

Hoess had trouble in the long morning test, falling into a one point hole early, in what was sure to be a tightly scored contest. Jack Jr. set the benchmark coming out of that section, dropping five to the sixes carded by Hoess, Robbins, Wright and Dengler.

Only a handful of riders were caught hot in the mid-loop timekeeping check, none of the expected front runners. In the day's final section, Hoess turned on the jets, going 1-3 in back-to-back checks, trailed by the 2-4 scores carded by Lafferty, Robbins, et. al. And that was all she wrote, Hoess taking home top honors again.

Other top finishers on the day include the 14 point cards turned in by Craig Shenigo, Mark Uth, Steve Larkin and Mike Bradway, who finished in the sixth through ninth overall seeds, respectively. Uth and Larkin earned first place trophies in their respective classes (A Senior, A Veteran) while Steve Pfeffer's (Kaw) 15 point finish rounded out the top ten overall. Mike Melniczuk (KTM) and Jason Spayde (Hon) claimed the High Point honors in the B and C classes, respectively.

With one round remaining, the above results set the stage for a showdown at the enduro series finale in Delaware. Jack Lafferty, Jr. appears firmly in the driver's seat to earn his ninth ECEA Enduro Championship, although the standings are somewhat clouded due to an as of yet officially unresolved issue regarding Craig Shenigo's disqualification at the Barbed Wire Enduro. By our best reckoning, it seems that should the disqualification stand (which appears unlikely), Jack leads the points race over Shenigo and Fred Hoess with 191 points to Hoess's 176 and Shenigo's 168. (accounting for three throw-aways). However, all indications are that Shenigo's finish, first overall at STER will be reinstated, cutting Jack's lead over Shenigo to ten, 190 to 180 (unofficially, of course). Hoess's tally wouldn't change, and it doesn't matter anyhow, as he won't be able to contest Delaware due to his selection to race on the U.S. ISDE Trophy Team in Spain. Nonetheless, he had a pretty amazing season, entering a mere nine enduros, winning eight of them, and placing second in the other. Aaron Kopp was the only rider to beat Hoess on the enduro field (at Moonshine) over the course of the season.

Of course, we had to wait three weeks to see how this donnybrook might unfold. All you have to do is read our Delaware Enduro report.

Delaware Enduro Round #19, Delaware City, DE 10/29

Going into this race, the series finale, the ECEA championship was still up for grabs. Jack Lafferty led, trailed by Craig Shenigo and Fred Hoess. Hoess, the defending champ, wasn't doing much defending this year, and would be away for Delaware anyway, riding at the ISDE in Spain. Shenigo on the other hand, was ready to rumble, albeit at a bit of a long shot, trailing by 10 points by our unofficial tally. This meant that he had to do well and Jack not. Conversely, Jack could sew it up with a fourth place or better finish, or if Shenigo finished at fifth overall or worse.

Add to all this mix the fact that top riders seem to come out of the woodwork for the Delaware Enduro, national or not. Among this year's interlopers were former ECEA champs Mike Lafferty (KTM), Bill Atkinson (KTM) and Kevin Bennett (Hon), each of whom was gunning for the Grand Champ honors. Not surprisingly, it was the defending National Enduro Champ Mike Lafferty who took home the top prize, carving out a three point victory over runner-up Bennett, 16 to 19. Atkinson rounded out the podium at 21 points down, while Bob Bennett (Hon) and Jack Lafferty (Suz) put up 23 point cards. Bob Bennett got the nod to fill the fourth overall seed while Jack Jr. made it official, his fifth place finish sufficient to secure for him the series championship. Unfortunately, prior to the deadline for this report the



Craig Shenigo gave Lafferty the most trouble this season, and missed the title by only a few points.



Fred Hoess won the overall at Pine Barons, and skipped Delaware for the ISDE.

sponsoring club had yet to make available complete results needed to fully clarify the picture, so we still don't know the full order in which things unfolded or how close it really was.

We do know this though—this was the most fun we've had at a DER enduro in many years. Why? Well, first of all there was absolutely gorgeous weather for the day, cool but not cold, breezy, under clear skies. Just a great day for riding. Sure, the course pretty much covered the same trail as always, howev-

Pine Barons Clock Run	
Grand Champion	
Fred Hoess	Hus 10
High Point A	
John Robbins	Kaw 12
High Point B	
Michael Melniczuk	KTM 19
High Point C	
Jason Spayde	Hon 31
A-A	
1. Jack Lafferty, Jr	Suz 11
2. Craig Shenigo	KTM 14
3. Mike Mchale	KTM 16
A-125	
1. Brian Carden	Suz 17
2. Mike Sigety	Suz 17
3. Daniel Stoppi, Jr	Yam 18
4. Jeffrey Botsford	Yam 21
5. M Dean Spencer	Hus 22
A-200	
1. Robert Mohn	Kaw 17
2. Ed Hamilton	KTM 17
3. Bill Gilbert	Kaw 18
4. Paul Bitting	Kaw 19
5. Mike Tavani	Gas 19
A-250	
1. Jamie Wright	Yam 12
2. Michael Bradway	Yam 14
3. Steve Pfeffer	Kaw 15
4. Dale Sweigart	Yam 16
5. Phil Cassot	Hon 19
A-Open	
1. Stacey Clark	Yam 16
2. Steve Guers	KTM 17
3. Mike Beeler	KTM 18

4. Jeff Pritchard	KTM 19
5. James Landvater	KTM 21
A-Four Stroke	
1. Scott Devecchio	Yam 16
2. Richard Shirk, Jr	Yam 17
3. Leonard Baltimore	KTM 20
4. Richard Heins	Suz 21
5. Rob Comber	Yam 21
A-Veteran	
1. Steven Larkin	Yam 14
2. Ken Law	KTM 16
3. Todd Fenton	KTM 16
4. John Burgand	KTM 18
5. Michael Dolecek	19
A-Senior	
1. Mark Uth	Hus 14
2. James Gunselman	Yam 17
3. Clifford Tenney	KTM 18
4. Scott Snyder	Yam 18
5. Wayne Fontanazza	Yam 20
A-Super Senior	
1. Bruce Dengler	Hus 12
2. Jack Lafferty, Sr	KTM 27
3. Peter Parlett	Hon 27
4. Richard Tompkins	KTM 28
5. Richard Trader	KTM 30
B-125	
1. Joe Cartwright	Hon 20
2. Alan Bopp	Hus 25
3. Donald Haught	KTM 27
4. Steve Brown	Yam 27
B-200	
1. Sean Kinley	Gas 23
2. Frank Wilson	KTM 26
3. David Bader	Kaw 26

4. Raymond Strohm	Kaw 28
5. Brandon Sigety	Kaw 29
B-250	
1. James Earley, Jr	Kaw 21
2. Joseph Palecki	Yam 23
3. Philip Uhlund	Hon 23
4. Steve Saubier	KTM 25
5. Scott Stryker	Kaw 26
B-Open	
1. Robert Limmer	KTM 22
2. Jim Falconiero	Hon 27
3. Paul Bicsak	Suz 29
4. Scott A. Dagrosa	KTM 30
5. Eric Aaroe	KTM 33
B-Four Stroke	
1. James Tevis	Hon 25
2. Chris Brown	Hon 26
3. James Paul	Yam 28
4. Carl Wilson	Yam 36
5. Paul Dengler, Jr	Suz 41
B-Veteran	
1. Dewitt Harrell	KTM 20
2. Marco Dottavio	Hon 22
3. Mike Muckelston	Kaw 27
4. Michael Biliunas	Kaw 28
5. Tony Costanzi	Kaw 30
B-Senior	
1. George Bressler	KTM 31
2. Mark Trowbridge	KTM 31
3. Greg Grzybowski	KTM 32
4. Jay Ringle	Hon 39
5. John Schoener	Hon 40
B-Super Senior	
1. Jack Lurtzema	KTM 36
2. Tim Stibitz	Kaw 67

3. Roy Howard	Yam 70
4. John Melniczuk Jr	KTM 73
C-200	
1. David Vanaltvorst	Yam 44
2. Nick Chadick	Kaw 67
3. John Ennis	Gas 138
4. Tom Giasalle	Kaw 143
C-250	
1. Paul Tillberg	KTM 33
2. Michael Webb	Hon 53
3. Jamison Smith	54
4. Wayne Berry	KTM 71
C-Open	
1. Ralph Elzarka	KTM 38
2. Robert Sisco	Gas 39
3. John Whitaker	KTM 42
4. Larry Johnston, Jr	KTM 43
5. Joseph Caudell	KTM 49
C-Four Stroke	
1. Geoff Christmas	Yam 36
2. Michael Faulkner	Suz 64
C-Veteran	
1. Dan Green	Yam 34
2. Bill Borris	KTM 53
3. John Frayne	Yam 70
4. Rob Stewart	Yam 79
Women	
1. June Van Driel	KTM 47
2. Merle Compton	KTM 56
Masters	
1. Ray Mcaloon	KTM 37
2. Dan Van Driel	KTM 55
3. Bob Schmidt	KTM 76

er a friendlier time schedule with generous planned breaks kept riders of all skill levels from falling hopelessly behind (as is the norm). Trailboss Charlie Stapleford has promised this in the past, and this time (no doubt against all his better judgement) he deliv-

ered on his promise in spades. Of course, had it rained, all bets would have been off.

Turnout was robust and for the most part, the event came off with hardly a hitch. The one snafu (unfortunately a big one at that) was that some miscommuni-

CCYCLE

suspension service

PERFORMANCE
SUSPENSION
COMPONENTS
REVALVES
REBUILDS



Patrick Timothy
1999/2000 NETRA
Grand Champion



www.ccycle.com e-mail staff@ccycle.com
12 Davidson Road, Colchester, CT 06415
800-867-6721 fax 860-537-8260

At C Cycle Suspension, we recommend our suspension components, modifications and custom valving to make your bike perform at its best.

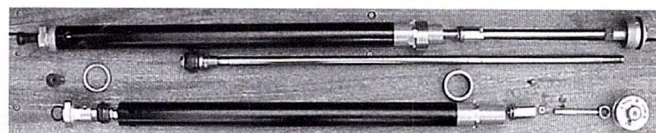
• Anti-Bottoming Systems
Prevents bottoming and allows for plusher valving and softer springs.



• High/Low Adjusters
Allows for more compression adjustment range reducing deflection and improving plushness.



• Marzocchi 45 and 50 mm Cartridge Kits
Replaces internal position damper rods with speed sensitive cartridge rod valving and compression and rebound adjustment to both legs.



cation between the club and the National Guard Armory, from which the event is run, resulted in the club being unable to use the cozy confines of the Armory building located adjacent to the start and parking area. Fortunately, through some quick scrambling on the part of the club, they were able to secure the use of the Delaware City Fire House for sign-up and post race festivities. The only drawback was that this facility was remotely located, a mile or so from the start area itself and the busy site of an open house that was somehow shoe horned in between enduro sign-up and results.

However, out on the trail things couldn't have been better. Anyone who's ridden Delaware before would have surely recognized much familiar trail, including the characteristic phragmitis fields and sluice, which was run upstream for the first time in several years. With the general lack of rain over the past couple of months, the potentially slimy Delaware soil was firm and tacky, even dusty in places. One real oddball stunt that Charlie pulled was throwing in a short section run at a miniscule 1/2 mile per hour speed average, which had riders concurrently running for their ECEA rule books and computer programming guides. While we're still not convinced that this was completely kosher, at least there were no check placement shenanigans associated with the weird speed, and subsequently no protests afterward.

Other top finishers included Optimum Power Technologies, KCR Racing, Dunlop, Moose, Scott, Acerbis, Boyesen Engineering, Twin Air, White Brothers, Works Enduro Rider, CTI, Cycra, Alpinestars, ELF, Works Connection, N-Style, IMS, Renthal-sponsored Aaron Kopp (Suz) who claimed the High Point A trophy on the merit of a 24 point card. A trio of riders squared off for High Point B hon-

Delaware Enduro Unofficial Results Grand Champion

Michael Lafferty	16
Hi-Point A	
Aaron Kopp	24
Hi-Point B	
Paul Bicsak	35
High Point C	
John Veres	46
AA	
1. Kevin Bennett	19
2. Bill Atkinson	21
3. Bob Bennett	23
4. Jack Lafferty	23
5. Craig Shenigo	24
A 125	
1. Mike Berenbak	29
2. Bob Solomon	30
3. Mike Sigety	31
4. Gerry Kitts	43
5. Pat Emmons	44
A 200	
1. Jeffrey Johns	29
2. Glen Scherer	30
3. Robert Mohn	33
4. Dave Mealing	38
5. Chance Baker	43
A 250	
1. Mike Bradway	26
2. Steven Pfeffer	27
3. Jamie Wright	28
4. Richard Shirk	28
5. Dale Sweigart	30
A Four Stroke	
1. Troy Coopersmith	31
2. Dan Sharpless	32
3. Steve Chapkovich	33

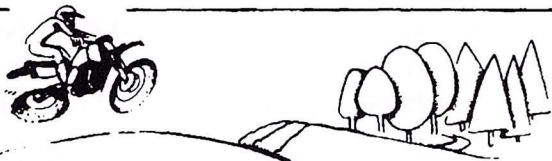
4. Douglas Groff	33
5. Scott Devечchio	36
A Open	
1. Steve Guers	29
2. Jeff Pritchard	29
3. Allen Switzer	29
4. Dave Gunn	30
5. Stacey Clark	33
A Senior	
1. Philip Carlin	28
2. Scott Snyder	31
3. Cliff Tenney	33
4. Wayne Fontanazza	35
5. Mark Uth	37
A Super Senior	
1. Thomas Marsh	34
2. Scott Wolfersberger	43
3. Jack Lafferty	53
4. George Clickner	63
5. Richard Tompkins	66
A Veteran	
1. Steve Larkin	27
2. James Gunselman	27
3. John Burgard	29
4. James McCommon	32
5. Todd Fenton	35
B 125	
1. Allen Frei	35
2. Joe Cartwright	36
3. Dave Glenn	46
4. Brian Glenn	50
5. Alan Bopp	50
B 200	
1. Sean Kinley	46
2. Brandon Sigety	49
3. Mark Delong	51
4. Roy Harrell	53
5. Douglas Allen	54

B 250	
1. Vance Draghi	35
2. Michael Melniczuk	37
3. Jim King	43
4. Jesse Wilson	48
5. Matt Louderback	52
B Four Stroke	
1. James Powl	42
2. Adam Garofano	43
3. David Baldwin	46
4. Carl Wilson	56
B Open	
1. Scott Tellone	46
2. Jerry Cerio	47
3. Walter Whildin	51
4. Bill Horseman	52
5. Tom Blasscyk	60
B Senior	
1. Tom Glennon	40
2. Tony Rosselli	44
3. Tom Schanne	49
4. Bill Thackrah	51
5. Robert Galyon	52
B Super Senior	
1. Kevin Littleford	90
2. Donald Lewis	109
3. Roy Howard	178
4. Brad Schwab	253
5. Robert Hartman	256
B Veteran	
1. Dewitt Harrell	39
2. Mike Kowalsky	42
3. Marco D'Otavio	43
4. Todd Temple	44
5. Bill Gilmore	48
C 200	
1. Jeff Weiss	59
2. Chris Petrella	77

3. Ed Delawski	82
4. Mike Sinclair	95
5. Kyle Rehatchek	98
C 250	
1. Preston Carden	54
2. Jamison Smith	66
3. Chris Reiner	68
4. Ted Marriner	75
5. Matthew Geese	78
C Four Stroke	
1. John Veres	46
2. Daniel Drew	50
3. Peter Semenach	57
4. Brian Horsey	60
5. Geoff Christmas	60
C Open	
1. Glenn Keesey	54
2. Scott McDonnell	58
3. Larry Johnston	61
4. Paul Casterlin	64
5. John Kraft	64
C Veteran	
1. Ralph Kline	55
2. Jes Stith	59
3. Gary Clark	66
4. Chris Gaines	69
5. William Cruse	69
Masters	
1. Robert Lapinski	53
2. Joe Curti	65
3. Ken Schaefer	77
4. Stephen Wagner	105
5. Ed Baker	136
Women	
1. Kathi Campbell	58
2. June Van Driel	82
3. Merle Compton	90
4. Evelyn Sullivan	140

ors, Paul Bicsak edging out the 35 point cards of Allen Frei and Vance Draghi on emergency points. In novice

class action, John Veres turned in a 46 score to earn the High Point C prize. ▲



OFFROAD Specialists

Cylinders bored while you wait

Come See The New Models at our Great Prices!

EXTRA LARGE PARTS INVENTORY
UPS SHIPPING DAILY


BETENCOURT'S

HONDA **SUZUKI**

Financing Available for Used and New!

Route 28, Junct. of 106
West Bridgewater Center, MA
(508)587-1701

We're Open:
Weekly 9 a.m. -- 8 p.m.
Saturday 9 a.m. -- 6 p.m.




**Why is Cliff's Cycles the #1 dealer
in New England year after year?**
**Simple. We have the bikes,
the parts, and the experience.**

*KTM's new 2001 machines
are arriving daily!*
Come in to reserve yours now!

KTM
SPORTMOTORCYCLES

Unmatched Customer Service

CLIFF'S CYCLES

Cliff Frazee
84 Rockwood Road (Route 115)
Norfolk, MA 02056 (508)528-2936



DH RACING PRODUCTS

HARD PARTS FOR THE HARD KORE
PROMPTNESS-RELIABILITY-INTEGRITY

TOLL
FREE

1-866-D1H-RACN
(314-7226)

DEVELOPED BY RACERS FOR RACERS

Quality CNC Machined Parts Made in the USA
TRIPLECLAMPS/BARMOUNT FROM \$150

OVERSIZE
BARCLAMPS
FROM \$60



STABILIZER
PACKAGES
FROM \$350

OFF ROAD
SKIDPLATES \$75



CHAINGUIDES
FROM \$45

SHARKFINS
FROM \$30



SHOCK
SOCKS \$20

VELCRO INSTALLATION KEEPS SHOCK
CLEAR OF MUD, SAND & WATER
RED, BLACK, BLUE & WHITE BREATHABLE MATERIAL

PRO CIRCUIT
WE RACE



PIPES-SILENCERS-
SPARK ARRESTERS
(CALL)

FOOTPEGS FROM \$99.95

TRIPLECLAMPS UPR \$163 LWR \$175

BARMOUNT \$85 RUBBER BAR MOUNT KITS \$30

WORKS STANDS \$76.95/SIDE PANELS \$19.95

SPOKE WRENCH \$24.95/PIPE SPRING TOOL \$6.95

T-HANDLE SET \$84.95/HOLDER \$16.95

AXLE BLOCKS \$42 REAR BRAKE RESERVOIR \$63

GEAR BAGS \$99.95 LARGE/T-SHIRTS/HATS/MUGS

MOTOR MODS/SUSPENSION WORK (CALL)

MAGNESIUM IGNITION COVERS \$89

SILENCER PACKING \$12.95

GEAR BAG (LARGE) \$99.95

VERTEX PISTON KITS FROM \$64.95

GASKET KITS FROM \$12.95



CHAINS FROM \$81.95/SPROCKET KITS FROM \$79.95



GRIPS \$12.95/GRIP GLUE \$7.95



TWINWALL \$94.95/FAT BARS \$94.95/STANDARD \$84.95
FREE GRIPS WITH PURCHASE OF BARS



EZ ADJUST PRO PERCH-\$119.95



FRAME GUARDS \$55



CALIPER GUARDS \$26.95



GLIDE PLATES \$62



ALUMINUM THROTTLE TUBES \$49.95



CASE GUARD \$65



SKID PLATE FOAM \$5.95



OEM PLASTIC KITS(CALL)

FENDERS FROM \$19.95

HANDGAURDS FROM \$24.95

NUMBER PLATES \$19.95

FRAMEGUARDS \$20.95

TOOLS

PRO CIRCUIT T-HANDLE SET \$84.95

T-HANDLE HOLDER \$16.95

PIPE SPRING PULLER \$6.95

SPOKE WRENCH \$24.95

CABLE LUBER \$9.95

7" SAFETY WIRE PLIERS \$25.95

SAFETY WIRE .032"-1lb. CAN \$21.95

T-HANDLE ALLEN SET (10 pc) \$15.95

METRIC FLANGE HEAD BOLT KIT \$84.95



BRAKE
PADS

OEM
REPLACEMENT
ROTORS



GAS TANKS \$179.95 PEGS FROM \$66.95



CONNECTING RODS

SHIFT LEVERS

KTM 50-60 CLAMP KITS

MINI BIKE

PRO SERIES FOOTPEGS

RODS



CLUTCH BASKETS \$225

INNER HUBS \$275

PRESSURE PLATES \$175



RK CHAINS FROM \$90

CHAIN AND SPROCKET FROM \$110

RIMS FROM \$110

COMPLETE WHEELS (CALL)



FREE SHIPPING

COMPLETE LINE OF OFF ROAD/

MOTOCROSS TIRE & TUBES

CALL FOR PRICING



TY DAVIS RACING PRODUCTS

HOT START SWITCHES \$89.95/TYER IRONS \$13.95

REAR CHAIN ADJUSTER EXTENDERS \$6.96

FLYWHEEL WEIGHT KITS \$149.95

FRONT AXLE HEX EXTENDER \$14.95

QUICK QUENCH HYDRATION SYSTEM \$69.95

ISDE WHEEL SPACERS \$14.95

TM DESIGNWORKS PRODUCTS

SWINGARM BUFFERS/ROLLERS/CHAINGUIDES



COMPLETE LINE - CALL FOR PRICES

FACTORY OFF-ROAD BIKES

WE BUILD TEAM DH PRO CIRCUIT FACTORY BIKES
CALL FOR INDIVIDUAL PACKAGE DEALS

EXCEL RIMS
CALL FOR PRICES

VISA/MC Accepted - Most orders ship same day - ORDERS OVER \$150 FREE T-SHIRT

10%discount with CRA Membership - FREE SHIPPING ORDERS OVER \$250 CALL FOR PACKAGE DEALS

Call 1-866-314-7226 1-775-425-6525/0408 FAX

EMAIL-INFO@DH1RACING.COM

LUMMIS MILL

One race closer for Bennett

Round #8, Cedarville, NJ 10/15

Newly crowned National Enduro Champ Mike Lafferty romped on his home turf, winning handily at the Lummis Mill hare scrambles. The KTM factory sponsored rider was the only competitor to complete seven trips around the 7.2 mile CDR course during the race's requisite two hour duration. All other top finishers were cut off after six laps, including NETRA hare scrambles hotshoes Josh McLevy (KTM) and Luke McNeil (Yam), who had journeyed south for a change of pace. The former New England champions finished second and fourth overall respectively, taking advantage of a slew of DNFs among top ECEA HS series regulars. Also benefiting was Kevin Bennett (Hon), who improved his chances for a series title by finishing third overall, best among those riders vying for the series championship.

Weather-wise, it was a nice day, perhaps a little on the warm side (upper 60s) with a mix of clouds and sun. Showers threatened at times, but never delivered, permitting a dry course to become a bit dusty in places. The course is run through open pine and deciduous forest, club officials noting that efforts were made to "open up" the trail for easier dicing and passing. Nonetheless, trail sections run through tall stands of mountain laurel were still tight by most standards and served to keep speeds down while saving your way through them. The course was devoid of water obstacles of any consequence, all in all, a prototypical hare scrambles loop. The club had planned a two event card for the day in which youth classes and women were run in the morning over a shortened 3.5 mile circuit while all amateur classes (A, B and C) were run concurrently in a main event that was to start at noon.

Unfortunately, an unscheduled restart resulted in a delay of more than an hour. During the first lap around the course, a sizeable number of riders from later rows apparently blew a turn and re-entered the course not only in front of the lead row, but headed in the wrong direction as well! Luckily no one was injured during the ensuing melee, however, this confusion precipitated the restart and the additional lap ridden may have added to the woes of several top riders who later DNFed.

So, after completing their first lap around the course riders lined up and did it again. Richard Lafferty (KTM) got the holeshot this time and led the race early on, however, he soon yielded to his brother Mike. From there, Mike never looked back nor was challenged, although many things were happening behind the leader.

After leading the beginning of the race, Rich Lafferty began to fade, eventually retiring after four laps for undetermined reasons. Early on, Fred Hoess (Hus) was posturing to give Mike a run for the top spot, however he also DNFed after four laps with a motor problem on his Husqvarna WR250. "This is the first mechanical failure I've ever experienced with the Husky," Hoess lamented, "something was rattling around in the top end, maybe the power valve mech-



Kevin Bennett finished with enough points to all but wrap up the series title for 2000.

anism." Steve Pfeffer (Kaw) again ran with the big boys at the race's onset, only to quit after his fourth trip through the barrels, suffering from severe blistering of the hands. "I thought I could hang on for another lap," Pfeffer explained, "but I'd have never finished another two."

Meanwhile the Yankee Mc'duo of McLevy and McNeil were on the move after mediocre starts, McLevy motored his 125EXC around Bennett to move into second while McNeil's YZ125 could be heard not far behind. As time ticked down at the scoring barrels, Mike Lafferty came through just a few minutes ahead of the cutoff and was promptly sent out for a seventh and final lap. It was in the bag. Conversely, a few minutes after the cutoff, McLevy roared in, trailed by Bennett and McNeil. Craig Shenigo (KTM), rounded out the top five overall after starting from the second

row off the line.

Club officials noted that riders who DNF'd and failed to turn in their punch cards were not scored, most notable among them being Fred Hoess. Hoess might have hurt his chances of repeating as champion as even a few points might have improved his position. According to Charlie Stapleford, ECEA HS series referee/points keeper, the unofficial standings after the



Mike Lafferty took advantage of off-season time to easily take the win at the Lummis Mill scrambles.

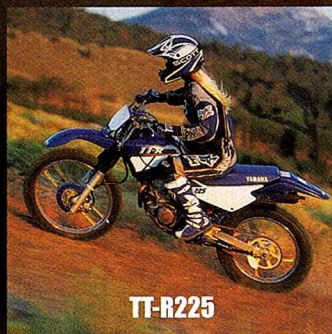
Lummis Mill race finds Kevin Bennett in the points leads with 142 points, trailed by Hoess (122) and Shenigo (about 120). With one round remaining and a first place finish worth 25 points, both Hoess and Shenigo need a miracle to surmount Bennett for the '00 HS title. ↑

Lummis Mill		3. Luke McNeil	Yam	4. David Flamm	KTM	4. Scott Straub	Suz
Hare Scrambles		4. Mike Arendasky	Hon	5. David Barlow	Kaw	5. Richard Zeleznik	Kaw
Overall Champion		5. Mike Berenbak	Hon	Super Senior		Youth A	
Michael Lafferty	KTM	A-250		1. Jack Lafferty Sr.	KTM	1. Wallace Palmer	Hon
Four Stroke		1. Michael Lafferty	KTM	2. Scott Wolfersberger	Hus	2. Ryan McGaha	Hon
1. Robert Bennett	Hon	2. Thomas Britton	Hon	3. Tom Phillips	KTM	3. Scott Edelstein	Kaw
2. Dan Sharpless	Kaw	3. Eric Corbin	Yam	4. Richard Trader	KTM	4. Dylan Montanaro	
3. Douglas Groff	KTM	4. Marc Grossman	Hus	5. Rocco Spano	Yam	5. Andrew Sarclette	Hon
4. Greg Davies	Yam	B-200		C-200		Youth B	
5. Chris Vecchione	Hon	1. Frank Lupperger	Yam	1. Bill King	Yam	1. Jimmy Maul	Kaw
A-Veteran		2. Rob Trout	Yam	2. Charles Ciaurelli	KTM	2. Joseph Lamanna	Kaw
1. Craig Shenigo	KTM	3. Daniel Baldwin	Hon	3. Chase Compton	KTM	3. Lee Wolcott	Hon
2. James McCommon	KTM	4. Steve Brown	Yam	4. Dante Dottavio	Kaw	4. Jim Lockard	Kaw
3. John Stachowski	KTM	5. Mayyer Irani	Kaw	5. Warren Davidson	Suz	5. Jim Thompson	Hon
4. Michael Mchale	KTM	B-250		C-250		Youth C	
5. Edward O'flynn	Hon	1. Rob Novotny	Hon	1. Michael Erickson	KTM	1. James Dzierminski	Kaw
B-Veteran		2. Robert Herrington	KTM	2. Geoff Christmas	Yam	2. Kelsey Hartem	Yam
1. David Mills	KTM	3. Michael Melniczuk	KTM	3. Joe Sumpter	Yam	3. Katerina Camp	Yam
2. Michael Kowalsky	KTM	4. Michael Graden	Kaw	4. Ted Ryan	Yam	4. Nick Stachowski	KTM
3. Andrew Simboli	Gas	5. Steven Melniczuk	KTM	5. Preston Carden	Yam	5. John Matinog	Kaw
4. Robert Willis	Yam	Senior		C-Veteran		Women	
A-200		1. Kevin Reed	Yam	1. William King	KTM	1. Sandra Cummings	Yam
1. Josh Mclevy	KTM	2. James Gunselman	Yam	2. Erik Hohenberger	Yam	2. Paula Trout	Kaw
2. Kevin Bennett	Hon	3. Daniel Compton	KTM	3. Michael Litbin	Kaw	3. Lisa Arsenaault	Hon

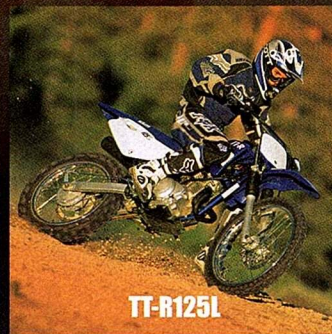
From the first family of four-strokes...



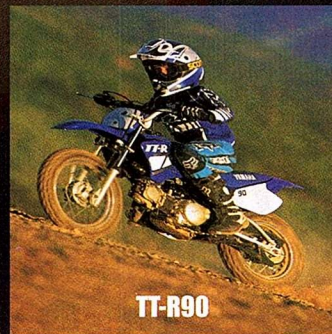
TT-R250



TT-R225



TT-R125L



TT-R90

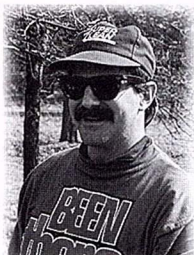
Hails the next generation.

Everyone knows Yamaha is the leader in four-stroke motocross technology. But what if you're just starting out or are simply looking for some serious off-road fun? Then the Yamaha TT-Rs are your perfect candidates. From the electric start TT-R250 and 225, to the mighty mini 90, to Motocross Action magazine's "Playbikes of the Year," the 125L and 125, there's a performance-packed machine for every family member. All, featuring YZ styling, torquey four-stroke engines and long-travel suspension. The TT-Rs. Power to the people.



Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-445-9227. Do not drink and ride. It is illegal and dangerous. ©2000 Yamaha Motor Corporation, U.S.A. Cypress, CA 90630.

For the Yamaha motorcycle dealer nearest you call: 1-800-88-YAMAHA. Visit our website at: www.yamaha-motor.com.

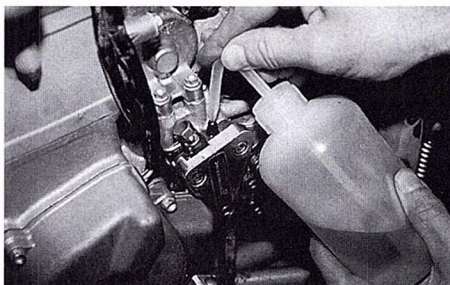


Motorcycle Maintenance 101: Hydraulic Clutches

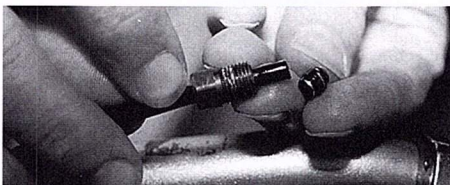
Hydraulically actuated clutches are becoming more and more prevalent these days, standard equipment on some Euro brands like KTM and Gas Gas; aftermarket kits manufactured by Billetanium and Magura available for just about any other. At first a novelty, now standard equipment, the question still remains: what's all the buzz?

A good number of motorcyclists are under the misguided impression that having a hydraulically actuated clutch automatically means that clutch lever effort is going to be less. This just isn't so. Granted, hydraulic clutch systems do eliminate problems associated with worn or dirty clutch cables, e.g., stickiness, increased friction, inconsistent feel and stretching. The fact is that a fresh, clean mechanical cable with a nylon inner sleeve overcomes just about all of these problems. It is actually the clutch spring tension and preload that predominantly determines clutch lever pull effort, whether the tension of those springs is overcome by a hydraulic or mechanical advantage has virtually no impact on lever effort.

Nonetheless there are some places where



The best way to bleed air out of a hydraulic system is to force the fluid in from below. Any kind of squeeze bottle and hose will work fine. Below: The trouble with some OEM hose fittings is lack of strength—this kind of hose connection can pull out surprisingly easily, leaving you with no clutch.



hydraulically actuated clutch systems do excel, and the most obvious is adjustment. Hydraulic clutches are inherently self adjusting, negating the need to periodically adjust lever free play at the clutch perch as the clutch plates heat up and expand. Perhaps a case could be made that the "feel" or engagement is smoother and more consistent with hydraulic systems, although one might argue that a properly routed mechanical cable could be just as smooth. Regarding disadvantages, I doubt that anyone would argue that servicing a hydraulic clutch (read: bleeding and/or hose replacement) is considerably more challenging than simply replacing a cable. More costly too.

Like any hydraulic system, regular fluid changes are essential to system reliability. Why? Hydraulic fluid gets dirty (just like brake fluid) and when it does it can quickly wear out system seals and cups, precipitating their eventual failure. This situation is exasperated in hydraulic clutch systems because of the small volume of fluid within. Less fluid to dilute suspended particulate increases the frequency of it coming in contact with soft seals and cups.

Near all stock bikes come equipped with flimsy stock hydraulic clutch hoses that we've found are

B&B Sales & Service
791 Flory Mill Rd. • Lancaster, PA 17601
717-569-5764

KTM
SPORTMOTORCYCLES

ESCAPE YOUR COUCH THIS WEEKEND

www.ktmusa.com



250 EXC

K Style is the
official race gear
of Team KTM.

Venture outside the cushions on any of the 5 World Championship Enduro mounts from KTM. If you're into Enduro riding, we've built the perfect machine for you. Visit us today for model details and financing that best fit you.

**G.E.S. CYCLE
SUPPLY**

Husqvarna

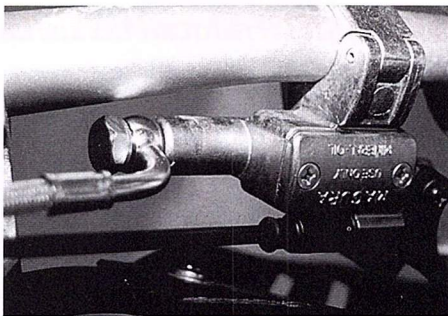
**Dual Sports and
Super Motards
in stock!**



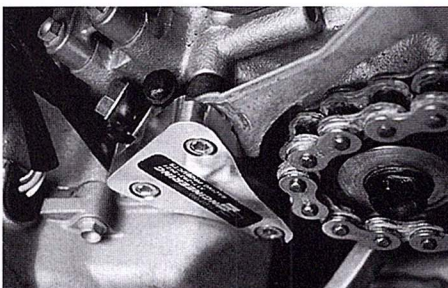
Financing Available
OPEN 6 DAYS - CLOSED SUNDAY
(570)992-4993
OLD RT. 115
SAYLORSBURG, PA 18353

all-too-easily damaged. The most common failure is the hose gets pulled out of its compression fitting at the master cylinder during crashes and spirited riding through thick trees and brush. We've seen this happen to a lesser extent down at the slave cylinder. Unfortunately, either way this is a catastrophic failure that doesn't lend itself to a trail side fix. Fortunately, companies like Enduro Engineering and Motion Pro have come up with sturdy braided steel replacement hose assemblies that use banjo fittings on either end of the hose. Additionally, several aftermarket manufacturers make guards that fit over the slave cylinder assembly, thus protecting the vulnerable hose connection there. We highly recommend both.

Servicing hydraulic clutch systems primarily comes down to periodic system fluid bleeding, whether it be to replace dirty fluid or after the occasional hose replacement. Fluid bleeding techniques are basically the same as with hydraulic braking systems, however, it has its subtle differences. The first and foremost is that you have to pay attention to what fluid you're using. Different manufactures used different fluids, and they're definitely not interchangeable. More on this later. Other, more subtle differences are related to working with a much smaller scale hydraulic system; the master cylinder pumps fluid at a much slower rate and the hose itself, having a smaller inner diameter impacts the "feel" during bleeding. Another factor, the fluid itself is inherently thinner viscosity, therefore it has more of a tendency to be affected by gravity. This can be used to your advantage as the hose and slave cylinder can be mostly filled by simply filling the reservoir (and keeping it filled) and cracking open the bleeder valve. Because of potential difficulties in keeping the tiny master cylinder primed, many mechanics prefer



The good old angled banjo fitting is the most reliable. This is a replacement KTM hose made by Enduro Engineering, and it's well worth the trouble to install. Below: Enduro Engineering also makes an aluminum guard for the clutch slave cylinder. Installed by simply bolting over the slave cylinder, it should offer protection if you break a chain at speed.



to use some sort of commercial brake bleeding rig to more efficiently force or suck fluid through the system. Either way, like with bleeding brakes, patience and thoroughness are the best way to ensure that the system is completely bubble free.

Regarding fluids, at this time the various hydraulic clutch manufacturers and/or bike OEMs have yet to settle on what type of fluid works best in hydraulic clutches, and as a result there are a variety of fluids in use which in some cases are totally non-interchangeable. The hydraulic clutch systems found on KTM's are designed for use with mineral oil, a benign, petroleum-based oil with few (if any) additives. Pharmaceutical mineral oil is a clear, ingestible (yes that's right, and FDA approved as a laxative) fluid that can be purchased in just about any drug store. There are other light mineral oils too (non-consumable) and those are what are typically sold by manufacturers of bike fluids under a "KTM clutch fluid" moniker. We've even heard that some KTM mechanics are using automatic transmission fluid, ATF Dextron III, in lieu of mineral oil for its improved high temperature characteristics, although we've yet to try this out ourselves. On the other end of the spectrum is brake fluid, used in Gas Gas motorcycles. No matter what fluid is used in your hydraulic clutch, the most important aspect is to stick with it and never substitute one for the other. Failure to do so will surely ruin all of the seals in the master and slave cylinder.

Hose replacement is the most common task you'll have to face, and we found it's best to manually fill the hose with fluid before you button everything up. Attach the new hose at the slave cylinder, crack open the bleeder and inject a quantity of fluid with a syringe body or similar squirter until it comes out the top of the hose. Attach the hose to the master cylinder and then purge the air the same way, from the bottom. Once you pump up the lever you should have clutch action. Finish up the bleeding in the standard way and you'll be good to go. ⬆



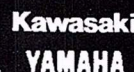
CONGRATULATIONS TO HANS NEFF ON HIS SECOND NETRA ENDURO CHAMPIONSHIP!

**FROM YOUR FRIENDS AND
SUPPORTERS AT RAZEE'S AND KTM**

RAZEE

MOTORCYCLE CENTER

730 Tower Hill Road - U.S. 1
North Kingstown, RI 02852
401/295-8837 • 401/88H-ONDA
FAX 401/294-7381



WATTS ON FIRST

Wrapping up the GNCC in Indiana

by Paul Clipper

Ironman GNCC, Crawfordsville, IN 10/22

We got on a plane and flew to Indiana for the last GNCC. Too far to drive; fine with me to fly, although it meant riding someone else's bike. Since Nap Town is the home of our National Affairs Editor, Mr. Williams, an arrangement was struck where I would mooch a room off of them and a bike for Friday, and he and I and The Professor would go for a ride.

The location was the Camp Atterbury military base, where Charlie is building trails for the off-road portion of the World Police and Fireman Games to be held some time this decade. Charlie had about 30 miles of tight trail hacked out, and we rode on Friday afternoon. I know they expected me to wow them with my command of a motorcycle during the ride, but for some stress-related reason—probably deadline and trying to get ready for the trip to Spain for the ISDE in five days—I arrived in Indy with no energy at all. I rode Chuck's KTM, which used to belong to Mike Lafferty, like a lump of mud on the seat. It was sad. The trails were great, though, but very slippery. In spite of my reputation as an international bon vivant and night owl, I was in bed exhausted by 8:30 that evening.

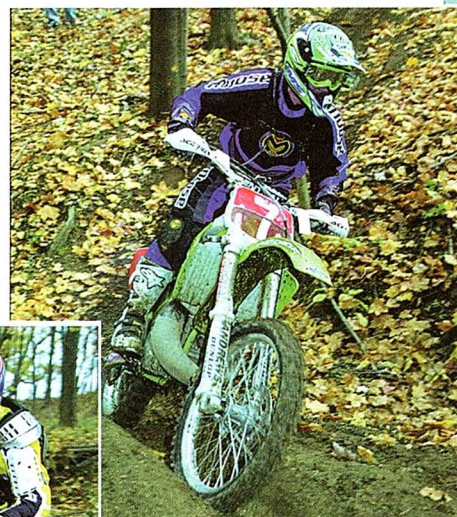
The next day it was up and out to Crawfordsville for the ATV and Youth races. It was somewhat fun, if you like walking around like a zombie in a state of collapse. The place was overrun with ATVs, the largest entry Racer Productions had seen in Indiana. Since it was the last race and a fair number of riders had given up for the

season, I had a hard time finding anyone I knew from the motorcycle sport in that crowd of chairs. Drove back to Nap Town that night and joined a party in Trail Rider's honor that was subdued but memorable.

Sunday was The Day. The end of the GNCC season, and for me it was an opportunity to ride Jeff Fredette's KDX200. We did a test on a KDX (Dec '00), and as part of that we ran a little story on what Jeff does to his bike, which is very little, really. I hooked up with him and raced the beast in the morning race, and it reminded me how much I used to like KDXs. His bike worked fine, and was fun, but I still prefer four-strokes these days. Easier to ride.

Once the morning race was over, and Shane Nally had won yet another GNCC Sportsman's race, we turned our attention to the big boys. This was the last hurrah for everyone. KTM's Shane Watts had wrapped up the season, but there'd be plenty of coverage of Crawfordsville, better known as the Ironman GNCC, and whoever wound up on the podium, naturally, would get the most glory.

Everybody was there. Rumors that the Suzuki camp would stay home



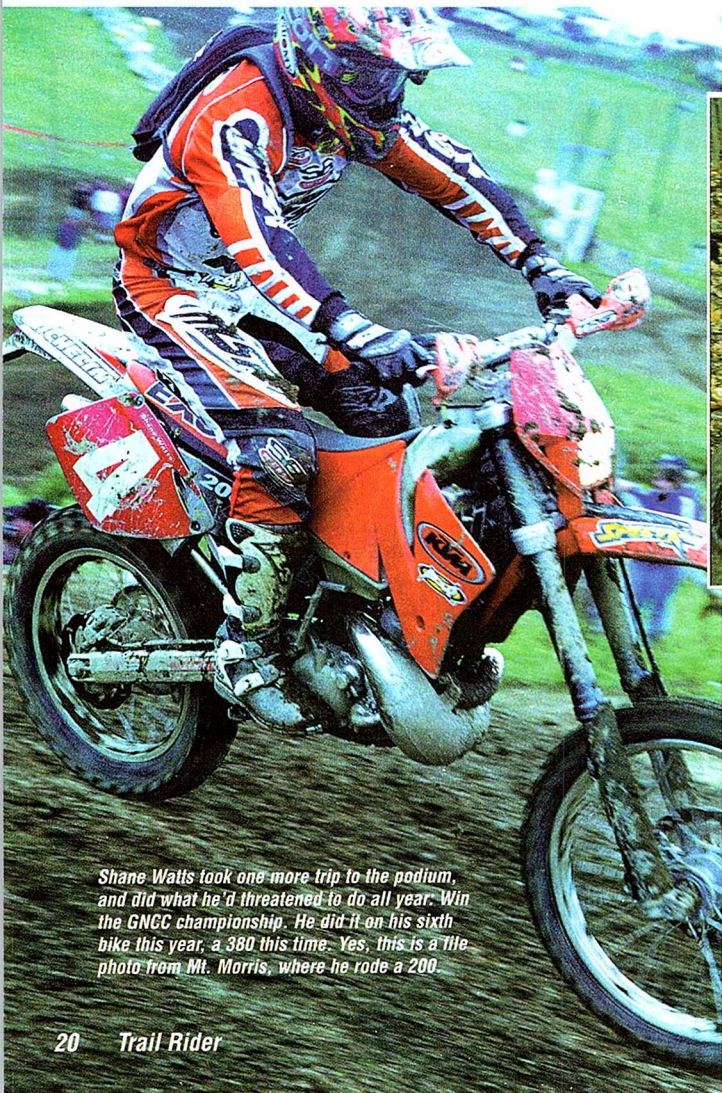
Paul Edmondson led much of the race, but couldn't get away on the last lap.



Barry Hawk chased Edmondson hard, but fell into his pace and couldn't get past. Then there was Watts...



Heidi Landon won the day but lost the Women's class championship to Jennifer Shultz. So many of you have asked what Heidi looks like, here's a picture of her without riding gear.



Shane Watts took one more trip to the podium, and did what he'd threatened to do all year: Win the GNCC championship. He did it on his sixth bike this year, a 380 this time. Yes, this is a file photo from Mt. Morris, where he rode a 200.

Country Series



from San Diego and hauled along a contingent of western journalists. Too bad it wasn't raining. Watts was all suited up ready to ride the 380EXC again, and all I can say is better him than me. That bike has uncontrollable horsepower squirting out of every orifice, and I know I wouldn't want to ride it in the woods. Little did I know, Watts had a plan. "Yeah, I've got the big girl today, and I'll admit she's too much for me, way too much horsepower. But I think it'll come in handy in those field sections."

The race started with Suzuki's Steve Hatch taking the holeshot and entering the woods backed up with three of his teammates. Rodney Smith soon moved into the point position, with Hatch, Mike Kiedrowski and Jim Jarrett all close behind in a Suzuki freight train. It never lasts for long at a GNCC, and the yellow bikes were soon washed over with a green wave, as Paul Edmondson started picking his way to the front, with Kawasaki teammate Fred Andrews close behind. Andrews, winner of the previous round, was ready to taste a little more of that victory champagne, but it wasn't going to happen. Before the second lap was done he crushed his pipe on a stump, tore off a water inlet on his radiator and was forced to retire with a dried-out engine.



BROMLEY CYCLE SUZUKI-KTM TREVOSE, PA

Your Off-Road Headquarters

PROUD SPONSOR OF RICHARD AND JACK LAFFERTY
NOW TAKING ORDERS FOR YEAR 2001 MODELS!!

UPS
DAILY
SUZUKI.

BROMLEY MOTORCYCLE SALES
635 SOMERS AVE. • TREVOSE, PA 19053
(215)357-1534

FINANCING
AVAILABLE
KTM
SPORTMOTORCYCLES

VFORCE 2

Paul Edmondson

MULTI-TIME WORLD

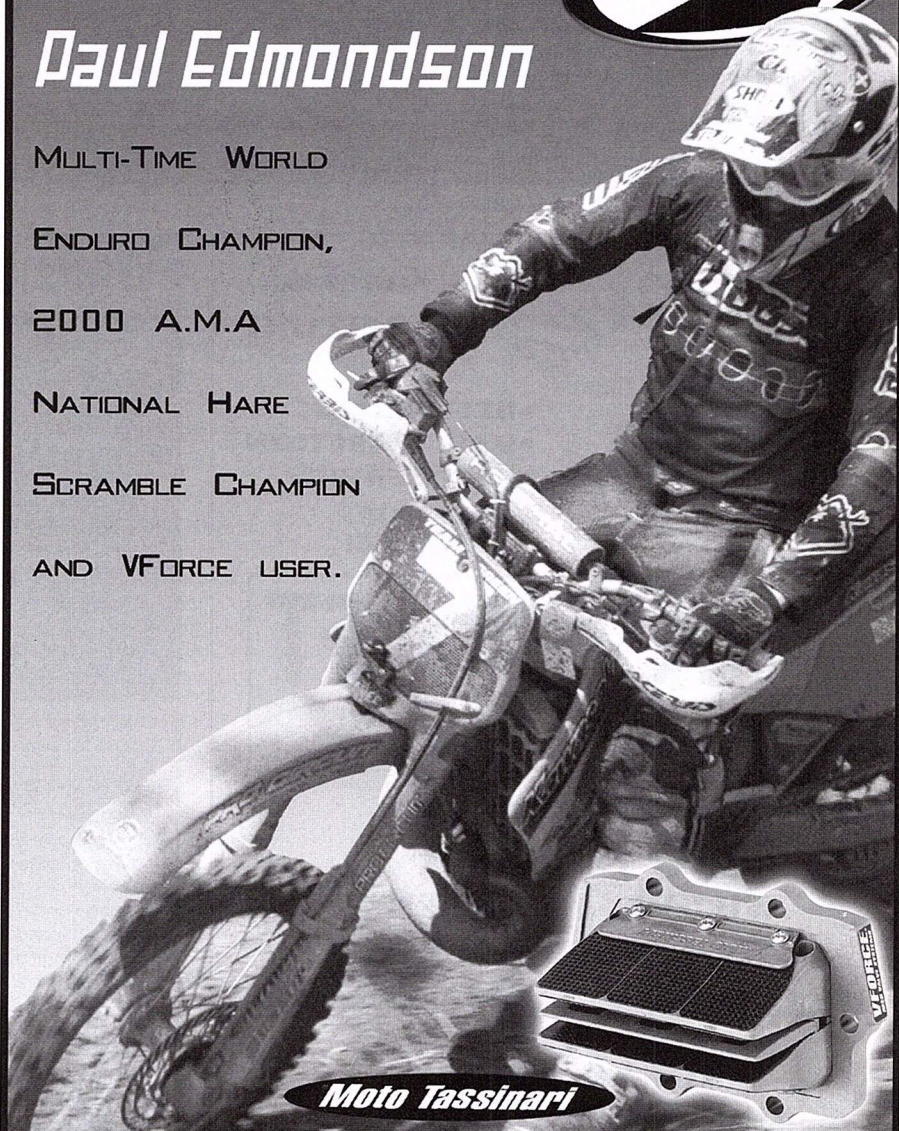
ENDURO CHAMPION,

2000 A.M.A.

NATIONAL HARE

SCRAMBLE CHAMPION

AND VFORCE USER.



Moto Tassinari

contact your local dealer or Moto Tassinari p: 603.298.6646 f: 603.298.6656



Watts did a giant burnout on the podium, but ran out of gas before he really cooked it. Anybody want a used tire?

By the third lap Edmondson was established out front, but not able to pull away from the pack. The Suzuki team was fading back, with Kiedrowski struggling with the rough and rutted trail conditions (riding a two-stroke RM), and Smith struggling with unseen front wheel problems. Late in the race Smith had to pit to replace his front wheel, knocking him far back and out of the lead points. Hatch, too, was knuckling under the pressure, though he kept it in the top five. The only Suzuki rider who took a turn at the lead after the first lap was Jimmy Jarrett, no doubt looking for the formula that would lead him to his second overall

Ironman GNCC Class Results Pro

- | | |
|--------------------|-----|
| 1. Shane Watts | KTM |
| 2. Paul Edmondson | KAW |
| 3. Barry E Hawk Jr | YAM |
| 4. Steve Hatch | SUZ |
| 5. Jason Raines | YAM |
| 6. Mike Kiedrowski | SUZ |
| 7. Jim Jarrett | SUZ |
| 8. Robbie Jenks | YAM |
| 9. Rodney Smith | SUZ |
| 10. Steve Leivan | YAM |

Open A

- | | |
|---------------------|-----|
| 1. Jeremy Berwanger | KTM |
| 2. Norman Feth | YAM |
| 3. Chad Coon | KTM |
| 4. Paul McCall | KTM |
| 5. John Yarnell | KTM |

250 A

- | | |
|--------------------|-----|
| 1. Aaron Kopp | SUZ |
| 2. Bill Atkinson | KTM |
| 3. Jeff Gregg | YAM |
| 4. Todd Morain | KTM |
| 5. John Rentschler | SUZ |

200 A

- | | |
|------------------|-----|
| 1. Chris Gallt | KAW |
| 2. Joshua Knapp | KAW |
| 3. Mike Mihalik | KTM |
| 4. Ian Sherwood | KTM |
| 5. Brett Zofchak | KAW |

Four Stroke A

- | | |
|-------------------|-----|
| 1. Brad Hamrick | YAM |
| 2. Ronald Johnson | YAM |
| 3. Scott Phillips | SUZ |
| 4. Kyle Milne | YAM |
| 5. Ryan Barrett | KTM |

Vet A

- | | |
|---------------------|-----|
| 1. Scott Plessinger | YAM |
| 2. Jeffrey Hursh | YAM |
| 3. John Roth | YAM |

- | | |
|---------------------|-----|
| 4. Richard Burbick | GAS |
| 5. Dennis Hawthorne | KAW |

Senior A

- | | |
|--------------------|-----|
| 1. Jeff Fredette | KAW |
| 2. Robert Kirchner | SUZ |
| 3. Mark Smith | KTM |
| 4. Troy Schlereth | HON |
| 5. Terry Mealer | YAM |

Open B

- | | |
|----------------------|-----|
| 1. David Wolfe | KTM |
| 2. Kris Aldridge | KTM |
| 3. Anthony Walsworth | KTM |
| 4. Bryan Hensley | KTM |
| 5. Cecil Kelly | KTM |

250 B

- | | |
|--------------------|-----|
| 1. Blair Jackson | SUZ |
| 2. Sean Clayton | KAW |
| 3. Ryan Wuebbeling | YAM |
| 4. John Barber | YAM |
| 5. Dale Cash | KTM |

200 B

- | | |
|--------------------|-----|
| 1. Brian Melik | GAS |
| 2. Chad Tallman | TM |
| 3. Scott Watkins | KAW |
| 4. Justin Fluharty | KAW |
| 5. Mike Stapula | KTM |

Four Stroke B

- | | |
|---------------------|-----|
| 1. Jeffrey Hively | YAM |
| 2. David Riel | HON |
| 3. Mike Hanchett | YAM |
| 4. James Harris | KTM |
| 5. Makoto Kurashita | KAW |

Vet B

- | | |
|------------------|-----|
| 1. Ray Owens | HUS |
| 2. Russell Bain | HON |
| 3. David Powell | YAM |
| 4. Todd Temple | KTM |
| 5. Daniel Kendra | YAM |

Senior B

- | | |
|-------------------|-----|
| 1. Benjamin Smith | YAM |
| 2. Mark Mihalik | KAW |

- | | |
|---------------------|-----|
| 3. Randall Hillegas | YAM |
| 4. JD Hammock | KTM |
| 5. Michael Schwartz | SUZ |

Sportsman

- | | |
|------------------|-----|
| 1. Shane Nalley | SUZ |
| 2. John Griffin | KAW |
| 3. Karel Kramer | KTM |
| 4. Matt Miller | SUZ |
| 5. Steve Matthes | KTM |

Super Senior

- | | |
|-------------------|-----|
| 1. Joe Hull | YAM |
| 2. Harry Greenlee | YAM |
| 3. Terry Flynn | HON |
| 4. Don Rye | KAW |
| 5. Carl Pruett | SUZ |

200 C

- | | |
|--------------------|-----|
| 1. Joshua Whisnant | KAW |
| 2. Josh Powell | YAM |
| 3. Matt Little | KAW |
| 4. Brandon Rainey | GAS |
| 5. David Galiamo | YAM |

250 C

- | | |
|----------------------|-----|
| 1. Terry Deal | HON |
| 2. Jamie Smith | YAM |
| 3. Christopher Spear | HON |
| 4. Nick Daniels | KTM |
| 5. Dan Kormos | KAW |

Open C

- | | |
|------------------|-----|
| 1. Clint Edwards | SUZ |
| 2. Douglas Day | KTM |
| 3. Joey Stanley | HON |
| 4. Ross Alcorn | KTM |
| 5. Bobby Brooks | YAM |

Four Stroke C

- | | |
|--------------------|-----|
| 1. Carl Pettit | YAM |
| 2. Ben Butler | HON |
| 3. Tad Daniels | SUZ |
| 4. John Scheischel | SUZ |
| 5. Tony Rion | YAM |

Vet C

- | | |
|-----------------|-----|
| 1. Chris Taylor | KTM |
|-----------------|-----|

- | | |
|-------------------|-----|
| 2. Shawn Downing | KTM |
| 3. Douglas Noll | KAW |
| 4. Brook Barker | KTM |
| 5. William Stange | HON |

Senior C

- | | |
|------------------|-----|
| 1. Charles Cress | SUZ |
| 2. Von Brachna | YAM |
| 3. Bruce Love | YAM |
| 4. Mike Branham | KTM |
| 5. Johnny Spears | KTM |

Women

- | | |
|-------------------|-----|
| 1. Heidi Landon | HUS |
| 2. Bonnie Hamrick | YAM |

Mini Jr

- | | |
|---------------------|-----|
| 1. Thad Duvall | KAW |
| 2. Allen Nutter Jr | YAM |
| 3. Morgan Green | KAW |
| 4. Tyler MacDonald | YAM |
| 5. Jeffrey Guenther | KAW |

Mini Int.

- | | |
|---------------------|-----|
| 1. Charles Mullins | HON |
| 2. D R Atwood | KAW |
| 3. Cody Calkins | SUZ |
| 4. Christopher Bach | KAW |
| 5. Brad Hensley | KAW |

Mini Sr.

- | | |
|----------------------|-----|
| 1. Justin Dyke | KAW |
| 2. Jonathan Woodford | KAW |
| 3. Bryan Happle | KAW |
| 4. Derron Oakley | HON |
| 5. Chris Taylor | KAW |

DIRT WORKS
RACING

Kawasaki
SUZUKI

- BEST PRICES
- BEST SELECTION
- BEST SERVICE

**FAST UPS
SERVICE!**

KTM
SPORTMOTORCYCLES
YAMAHA

**NORTHEAST
SPORTCYCLES**

Rt. 9 (NY 7), Bennington, VT
(30 Min. from Troy) • 802-447-8606

**WE HAVE PLENTY
OF YZ's AND THEY
WILL PAY YOU WHEN
YOU WIN! CALL NOW!**

CALL BOB OR MIKE IN SALES

**PARTS DISCOUNTS
TO NETRA MEMBERS
(802) 447-8606**

RT. 9, BENNINGTON, VT 05201

WatchDog Enduro Computer



- CNC machined from billet aluminum
- Easy data entry and edit
- Program verification...enter a mileage, get back a calculated time
- Countdown to race starts when you enter your minute and the keytime, always know how much time you have
- Race recovery lets you advance to any keytime and mileage in race
- AMA and Brand-X rules
- Power-on battery check. Low power, batteries typically last all season
- Auto display in race mode minimizes button pushing
- Odometer / speedometer display for rallies and dual sport
- Aluminum thumbswitch w/ snap action buttons
- Mounts easily to handlebar clamps w/ brackets provided
- Large easy to read display
- Rugged sensor cable w/ small rare earth magnet
- Comprehensive manual
- Compact, 1.8 x 4.7 x 0.8"

DUGAS ENGINEERING

508.337.3132
email WatchDog2K@aol.com

Visit our website at
DugasEngineering.com

\$269.99

VISA MC AMEX DISCOVER

win of the year.

But Jarrett too faded back under the pressure of a flying Barry Hawk (Yam), who moved up quickly to put the pressure on Edmondson. "About halfway through I tried jumping this ditch over here and got cross-rutted and fell down," Hawk told us, "and I know Jarrett and Shane and a bunch of us were all laying on the ground together. That's probably when Paul pulled his lead."

In the mean time, Watts seemed to pull out of his early-race cruise mode, after a lousy start, and start getting it together. "I was just having so much fun roosting it around. But then things started falling into place, and I thought 'Hey, I've got a chance at the win here.' So I cruised along and got myself into a decent position, and knowing this was the fastest bike out there, I thought 'Thank God for that last field section right before the finish here. I'll come around the final lap in second or third and then get up into first by the final section,' and that's exactly what happened. It was unreal."

Unreal isn't the word. Breaking up the fast woods sections were ribboned-off corn fields that had recently been harvested. I know riding the KDX I felt insignificant in most of them, wishing I had something with tons of horsepower and gearing, something like me four-stroke...or maybe a KTM 380. That's when what Watts was doing started making sense. He wanted no excuses on the last lap, and he got it with the 380. Eyewitnesses say that Watts came into the last field in third, drafting the other two like a bicycle racer, then on the last straightaway he just shifted his line over a couple of feet and powered by Hawk and Edmondson in a blaze of serious horsepower. "There wasn't a thing we could do," said Hawk. "Once Shane got into the woods in front, we were done."

And that was the way it went. Watts held the other

two off through the last mile of woods, and emerged to take his sixth win of the season—on his sixth bike—and win the championship in fine form. He came into the checkered flag waving his arms and overcome with victory. The main concern from the Racer Productions end was nailing down a piece of plywood on the trailer/podium, so that Watts didn't burn a hole through it when he did his victory burnout. Burnout? Yep, it's an old Australian tradition. AT the Aussie ISDE a couple of years ago Wattsy won the overall, and proceeded to do a burnout on a small pad of concrete that was poured especially for that purpose. Surrounded by a thousand chanting fans he burnt his rear tire right down to the cord, in a huge cloud of smoke.

Well, they were up on the podium doing the post-race interviews, when Watts looked over to Harden and indicated his fuel tank, and said "No gas. I've got no gas!" Sure enough, he'd cut the gas stops so close he had less than a pint of fuel in his tank, and sorry to say the crowd was treated to a burnout that only lasted about 30 seconds before the "big girl" ran dry.

And that was it. Watts had a final win and a series championship, Edmondson was second and Barry Hawk was third for the day. The Suzuki team missed their chance for final glory, and while the south end of the Pro pits looked like a giant KTM party, the north end, with all the yellow Suzuki tents, looked like a funeral. It's tough to lose a series that you've owned for the past few years, but there's nothing in this world as sure as change and uncertainty. Of that, I'm certain.

After that it was one more trip down the road to Indy, one more strip-mall Mexican restaurant. In only four days I'd see Edmondson, Watts and Hawkins in Spain for the ISDE, and on the edge of a cornfield in Indiana, somehow that seemed odd. It never ends, you know. ↑

KTM IS HERE!



Where the
excitement never ends!

Limited number of 2000
models available

2001 models on the way!

4595 S. Dupont Hwy.
Dover, DE 19901
800-RIDE-DMS

NEW STUDS IN TOWN

"How do they work? In a word, great! Conditions at the time were 15 to 20 degrees, four to six inches of snow, and frozen puddles everywhere. The Cheng Shins were sure-footed and confidence inspiring everywhere on the course. We've ridden Friction Spikes quite a bit, and could seriously tell no difference between them and the cheaper tires.... Overall, what did we think? These tires are winners! Now you can get a new set of studs at a budget price, and know that the quality is right up there with the high-priced spread." -Bossman, Trail Rider Magazine, June 1995.

A tire for everyone and every need. Increase your riding season. Custom studded tires in a variety of treads, studs and drill patterns. Light snow to deep snow, these carbide-tipped winter tires will keep you moving forward. Available at your Dealer!

14, 17, 18, 19 & 21" sizes. Priced from \$149 to \$195 each.

**MOTO
RACE.**
P.O. Box 861 • Wilbraham, MA 01095
800-628-4040

**CUSTOM STUDED
WINTER TIRES
FROM MOTORACE**



ISDE in GRAN



Giovanni Sala, Italy, Day Five: "Merriman is untouchable."

The Six Days in Spain this year was a combination of interesting revelations and unbelievable frustration. For most of us Americans, it was the first chance we had to see New Zealand-born Australian teamster Stefan Merriman at the peak of his career. Merriman was all the buzz this year on the World Championship Enduro circuit, absolutely hammering the competition on his 400 Husky, and his performance at the Six Days was nothing short of stellar. He is following in the footsteps of Shane Watts, Giovanni Sala, Stephane Peterhansel and the other world greats, but with his own style, of course. He floats around a grass track making no mistakes, literally like a toy bike on a slot car track, and we couldn't help but watch it all with an open-mouthed stare.

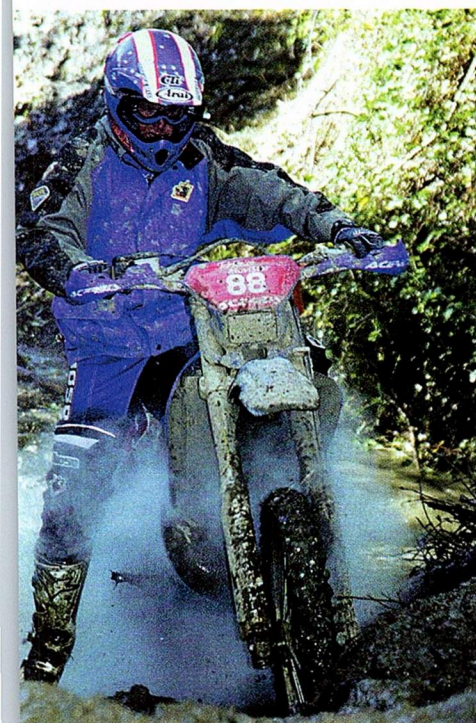
The controversy in the American camp this year was a belief by the Europeans that America had sent a "B" team to do battle. For the first time in a while, we had no Ty Davis, no Rodney Smith, no big "name" riders on

the team, at least in the eyes of the Euros. Even old friend Giovanni Sala stopped me for a few minutes of pleasant conversation, and asked the oft-heard question: "Paul, you tell me why the U.S. sends a 'B' team to the Six Days this year," in his own words. This was the one thing you could ask an American this year that was guaranteed to get under his skin, and I tried to explain to Sala the trouble with sponsored riders and racing contracts, and how very few American riders any more have the ISDE written into their contracts. Their sponsors don't think it's valuable to come to Europe just to get beaten by Euros at a European game, so if Rodney or Ty or Mike Lafferty or anybody with a good contract wants to go to Six Days, they basically have to pay for it out of their own pocket. Sala countered that he doesn't get paid to go to Six Days, but that all of his expenses are paid for, everything, and if their team wins, they get a big bonus—but only for a win. It's a lot better than paying for it on your own, like most of the Americans.

ADA



Above: Scene in the American pits before the start. Curt Wilcox adopted a stray dog and lived on top of the trailer. Below: Randy Hawkins get moral support from Marc Grossman during a tire change on day two.



Above: Russell Pearson put together the best American performance and finished 14th in class. Left: Rider pass through downtown Montefrio on day three. Is that Inspector Clouseau directing traffic?



Junior Trophy rider David Pearson took a gold medal in the 250 class, finishing 31st.



did a job we can all be proud of.

John Beal (G-G), Kurt Caselli (TM), David Pearson (Yam) and Cody Mastin (KTM) made up the Junior Trophy team, a four man team of riders under the age of 23. Joining the two teams were 29 other riders, for a total American participation of 39 riders, along with at least 150 additional support people. It was our usual big effort.

There were no major pre-race dramas this year. The only impound problem was suffered by Randy Hawkins, who entered the country with a Yamaha WR426 that he brought from the States. The trouble with a 426 is that ISDE rules have a class for 250 Four-Stroke, "up-to" 400 Four-Stroke, and Over 500 Four-Stroke. A WR426 falls into a no-mans land between the 400 and Over 500 class, and therefore it's illegal for ISDE competition.

"I figured they'd let it by," said Randy, "or if there was a problem I'd bump up to the Over-500 class as plan "B." The trouble was, we had to use plan "C." The officials wouldn't allow the 426 to pass, and it was too small for the +500 class. At that point Randy asked around, found a WR400 chase bike on the Portuguese team that he could use as a cylinder donor, and started a careful job of removing the cylinder from both bikes and making his 426 a legal 400. He planned to use a new 400 piston, rings and wrist pin he had in his parts kit.

With help from a few different people in the pits he went through the laborious job of stripping down both engines and carefully building his up, until it came time to install the 400 piston in his 426 bottom end

and found out the small end of the connecting rod was a different size between the two bikes.

With time running out, careful work turned to panic, and all hands joined in to help. Now he had to remove the bottom end of the donor bike, build the engine again and get it into impound by eight p.m. "I used my new piston and rings, but this bike had been used hard," he told us. "Everything in the top end was worn, worse than I would have liked. I didn't even want to look at the bottom end. I just put my clutch and cylinder head on it and left it alone." Once the bike was impounded he heaved a sigh of relief (before starting the job of putting the donor's "new" 426 back together) and admitted he had no clue as to how reliable his hybrid machine would be. "Yamaha makes a good bike, but I was told this engine was used last year in Portugal. I'm going to take it as far as I can, and we'll see how it goes."

Day One

All week long we'd heard how dry and dusty Spain was, and saw the evidence first hand on trips to the countryside to check out the special tests. So of course, on the morning of the start it was raining. A cold drizzle fell on the starting podium, and radio reports from the first check claimed it was pouring up in the mountains, so riders had another strain to add to the pressure of a rocky, technical course and unfamiliar terrain.

With over 550 riders starting the course, the officials decided that the slower schedule "B" would

The "B" team issue really rankled Drew Smith, who served as Trophy Team manager this year. "I'm convinced that this is the best team of enduro riders available in the United States right now; this is no "B" team," he said after the first day of competition. "There was talk earlier in the year about recruiting some pro motocrossers to participate in the Six days, and I don't think those pro motocrossers would take very kindly to having to push up the hill in the morning, the hill the riders have had to push up every day. That's not something somebody can come here and learn at the last second. They would have seen that hill and said 'Well, we can't go up that hill, this must be the finish of the event...?' We need people here with the determination to push when they have to push, and the people we have, have that determination."

Our Trophy team this year consisted of Fred Hoess (Hus), Destry Abbott (Kaw), Russ Pearson (Yam), Randy Hawkins (Yam), and Brian and Pat Garrahan (both KTM). All six qualified as high as they could in the American series, and most importantly, they were six guys who wanted to go. By the end of the week, all six of them would still be riding, finishing a bigger team than we've finished in a few years at Six Days. They all had a lot of heart, and spirit, and I think they

apply to the single lap of the day's trail. Connecting the four grass-track special tests and one enduro test was trail that alternated between greasy clay-based hills and rocky, sandy high-speed low lands. The hills were the tricky part, and the Finnish Trophy Team, last year's ISDE winner and the favorite for this year, received their first bad blow when Samuli Aro, one of their 400cc riders bailed off on a downhill and in a spectacular crash broke both a collarbone and a knee.

Fred Hoess had the distinction of being the first American out on the trail, riding on minute 18, and it was a mixed blessing, according to him. "It's nice to be up front. I'm not complaining, but you're clearing the trail, man," he said. "We're taking all the rocks, clearing them off the trail. I'm maybe the 15th, 16th bike through sometimes. There's not as much traffic, but sometimes it's good, sometimes it's bad."

At the conclusion of the day Australian whiz Stefan Merriman was leading the event overall, with 14 seconds advantage over last year's overall winner Mika Ahola of Finland. Merriman was riding smooth and blazingly fast all day, doing an incredible job on a 400cc Husky four-stroke. His good placing helped kick the Aussies up to sixth place in the Trophy, although Ahola's Finnish team still combined best scores to lead the Trophy competition by a good margin. Spain led the Junior Trophy competition while the Italian MC Ostra team put forth the best Club effort.

USA's Trophy team had a strong but unspectacular day to finish 11th, with Russell Pearson putting together the best Yankee score on his Yamaha to finish 13th in class. USA's Junior Trophy squad put together a lackluster 16th place finish, with Cody Mastin and John Beal having trouble and losing time on the course, Beal mostly by being hit by a car. Our best Club team effort was logged by the Net Leased club of Luca Trussardi, Steve Silvestri, and Paul

ISDE Results

Trophy Team

1. Italy, 10:25.36
2. Sweden, 15:25.74
3. Spain, 17:19.06
4. Australia, 18:05.02
5. France, 25:11.30
6. Czech Rep., 29:27.38
7. Belgium, 31:54.03
8. Slovakia, 32:26.37
9. England, 32:59.58
10. USA, 33:14.43

Club Teams

1. Kangasalan Moottorikerho (Finland), 13:01.23
6. Gerrit Hamilton Memorial, 36:39.32
9. Net Leased Club, 39:45.26
20. Boise Ridge Riders, 1:17:29.20
24. Team Senior, 1:50:09.78
37. Salt Fork Dirt Riders, 4:22:17.05
59. Daytona Dirt Riders, 8:54:58.05
66. Little Burr, 10:24:59.96
71. Merced Dirt Riders, 11:46:53.30
78. Red River Riders, 15:34:24.49
85. Team Iowa, 21:40:38.00

125cc 2-Stroke

1. Juha Salminen (Finland) 1:43:44.39 (Gold)
14. Luca Trussardi, 1:47:13.20 (Gold)
28. Fred Hoess, 1:50:36.77 (Gold)
45. Mark Stevens, 1:53:33.24 (Gold)
70. Ron Lawson, 2:21:34.01 (Silver)
73. Joe Cartwright, 2:49:22.62 (Bronze)

Junior Trophy

1. Spain, 10:39.33
2. Italy, 13:49.50
3. Sweden, 16:54.12
4. Czech Rep., 19:48.95
5. Germany, 20:16.67
6. Finland, 22:45.87
7. France, 23:01.07
8. England, 31:06.14
9. Portugal, 33:31.02
10. Mexico, 44:39.58
15. USA, 10:38:20.44

250cc 2-Stroke

1. Mika Ahola (Finland) 1:40:59.86 (Gold)
14. Russell Pearson, 1:46:51.31 (Gold)
15. Destry Abbott, 1:46:54.58 (Gold)
26. Jason Dahners, 1:49:18.91 (Gold)
31. David Pearson, 1:49:46.07 (Gold)
50. Matt Stavish, 1:53:27.07 (Silver)
56. Alan Deyo, 1:55:17.40 (Silver)
58. Richard Lafferty, 1:55:45.79 (Silver)
61. Brian Bennett, 1:56:10.78 (Silver)
64. Tim Taber, 1:56:35.41 (Silver)
76. Jeff Fredette, 2:00:30.51 (Silver)
79. Mart Geary, 2:00:44.24 (Silver)
83. Steve Silvestri, 2:01:10.84 (Silver)
90. Scott Hofman, 2:03:21.13 (Silver)
93. Steve Vanzant, 2:03:52.56 (Silver)
107. Alex Mcelyea, 2:16:22.62 (Silver)
111. Ron Schmelzle, 2:23:27.94 (Bronze)
142. David Campbell, 3:21:19.43 (Bronze)
143. Mark Adkins, 3:21:47.48 (Bronze)
171. Troy Smith, 5:24:24.80 (Bronze)

400cc 4-Stroke

1. Stefan Merriman (Australia), 1:40:45.22 (O/A Winner)
11. Brian Garrahan, 1:47:04.93 (Gold)
17. Randy Hawkins, 1:48:29.41 (Gold)
28. Brian Sperle, 1:53:17.71 (Silver)
34. Paul Krause, 1:54:49.47 (Silver)
72. Randy Mastin, 2:56:29.95 (Bronze)

+500cc 4-Stroke

1. Anders Ericksson (Sweden), 1:41:39.21
16. Patrick Garrahan, 1:49:03.76 (Gold)
44. Cody Mastin, 4:09:21.22 (Bronze)

Krause.

Day Two

The weather took a turn for the better on day two, warm and dry and not as muddy. The second day was a repeat of the first, without the slippery conditions. Luckily, the Spanish organizers anticipated the huge rider turnout and laid out a trail that was long enough to make each day a good contest with one lap of the

course. Usually, the Six Days is two laps of a loop, plus twice around each special test each day. In these conditions, the Spanish course would have broken down into a whooped-out rut. As it was, the course was fairly beat-up even after one day's ride.

A lapse of attention or a bad decision could mean more than lost time. Gas Gas club team rider Nolan Knight misjudged a section of special test trail and

TOWN & COUNTRY CYCLE CENTER



Husqvarna

GAS
GAS



NORTH JERSEY'S #1 OFF-ROAD SHOP

NOW IN A NEW LOCATION!

115 ROUTE 23 NORTH
HAMBURG, NJ 07419

973-875-2111

FAX 201-875-8968

UPS • VISA • M/C • AMEX • DISCOVER

VALLEY MOTORSPORTS

216 N King St. • Northampton MA
413-584-7303



www.ktmusa.com

PLAY DIRTY



NEW 400 E/XC

**Order Your 2001 KTM, Including the new
Racing Four Stroke MXC, Now!**

Limited Quantity of 1999 KTM SX & MXC models
at Up To \$1600 off regular price! Hurry!

Visit Our New Expanded Showroom!



The final moto gets red flagged, in a controversial move that cut the Six Days down to five and ensured the Spanish Trophy team would stay on the podium. Conspiracy or coincidence? We'll never know.

wound up cartwheeling down a hill, coming upright with a broken shoulder and an ended Six Days. "It was a shame," said his brother Nathan, who was riding on the same minute. "He was no more than a half mile from the end of the test, and from there it was all asphalt all the way in."

Nolan joined other American first day retirees Lonny Ross and Curt Wilcox, both riding on club teams and both suffering engine failures in the 250 Four Stroke class. Wilcox was reportedly using a '97 Honda XR250 that had seen service in two other Six Days. He also was living in a tent on top of the American support trailer, and had adopted a stray dog he found, leaving the dog to enjoy everyone's comings and going from atop the trailer. The whole scene lent a

down-home, warm and fuzzy atmosphere to the American effort.

Potentially serious problems were also logged by club riders Glenn Martinson, Mike Monroe and John Beal, and Junior Trophy rider Kurt Caselli. Each were accused of outside assistance during the final work period of day one, and were riding day two while facing exclusion from the event, pending a formal decision by the International Jury. Our riders weren't the only ones nabbed by eagle-eyed officials in the pits, although video tapes of Spanish riders receiving assistance were disallowed by the International Jury. It was pretty obvious that the home team had the advantage, but that's something you have to take in stride. Play by the rules, keep a clean nose, and stay

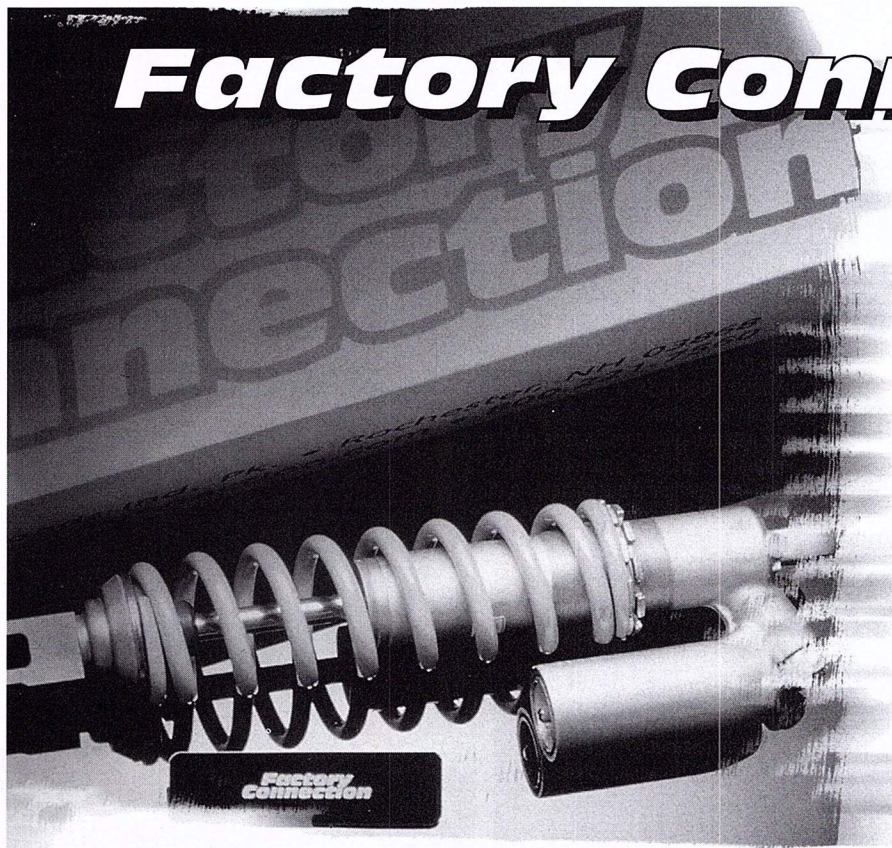
above all the nonsense.

Senior Trophy Team rider Fred Hoess seemed to be getting his ride together, putting together better special test times and finishing 25th in class (125cc) rather than the first day's 37th. Destry Abbott also improved his position, finishing 12th instead of the first day's 16th, and moving ahead of Russ Pearson to claim the mythical "first American" position. Pearson suffered a couple of bad special tests that added maybe 30 seconds to his score and dropped him a few places down in class. "It's tough," said Hoess, "you can finish just a couple of seconds behind someone in a test and look at the results and see that it bumped you 100 positions in the class."

"I think Russ has had a really good day today," claimed Russ's dad, Lee Pearson, helping out with support in the pits. "Yesterday he was a little tight, but today his first test was only a half a second behind Ahola, second test he only lost two seconds to him, third test only five, so you know, he's doing good. If he can ride with that guy, he did really good."

Both the Garrahan brothers moved up in their classes, the 400cc Four-Stroke class for Brian and the 520 Four-Stroke class for Patrick. Randy Hawkins' patched-together 400 seemed to be working well, with a little horsepower disadvantage. "I've got to find another legal silencer for it," he told us. "You might have heard me ride by. Or not heard me ride by! It's quiet, and it passes the sound test, but it's not making any top end power. I'm getting killed in the fast sections. Acerbis has a better silencer for it, and I'm going to try to get one and get a little speed going, if I can." His times were still good, leaving him 15th or so in class.

Owing to good tests by the Portuguese team, the USA Trophy Team dropped down a place to 12th, and the Junior Trophy remained in 16th.



Factory Connection

**No Pipes,
No Motors,
No Carbs,
Just
Suspension.
The BEST
Suspension.
Period.**

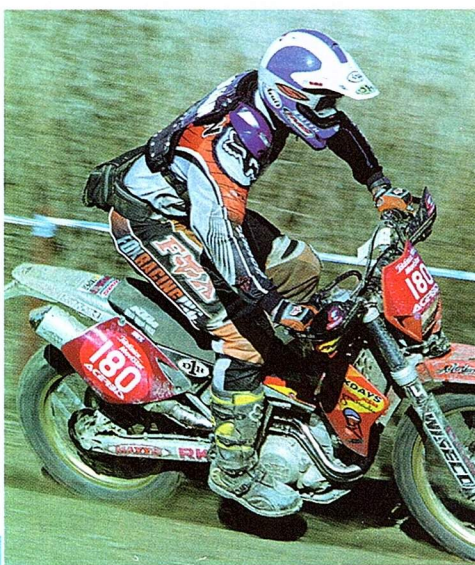
800_221_7560/www.factoryconnection.com

Just in case we were in danger of forgetting we were in a place that English isn't often or easily spoken, we received this quote in a press release late in the day. Petteri Silvan (Finland, TROPHY): "I've had a crash against a tree, and I've broken the frontal side of the dorsal. They put a new one and...flat out."

Day Three

More fun with English: Giovanni Sala: "I can't be very glad for the job I've done until now, although it is impossible to follow the pace of Merriman. He looks like flying instead of going by motorbike. Finland had very bad luck. Everyone has to be careful with the mechanic. The job done by the organisation of the race is perfect."

We went out searching for the mechanic Sala said we had to be careful with, but couldn't find him. He was right, the organization of the race was very good,



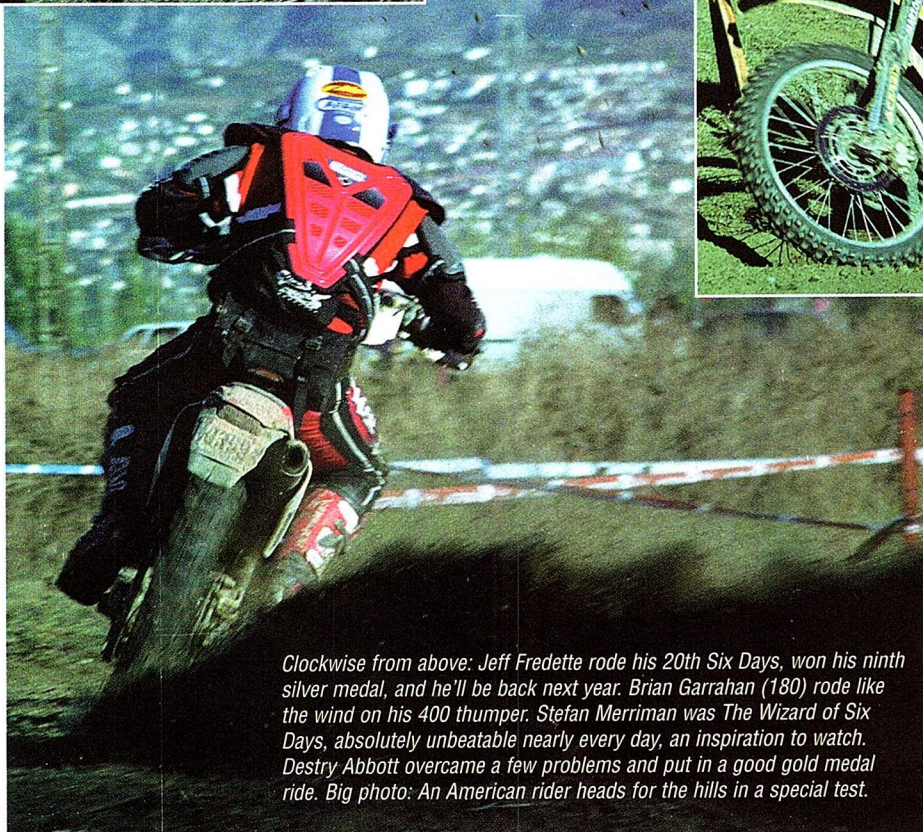
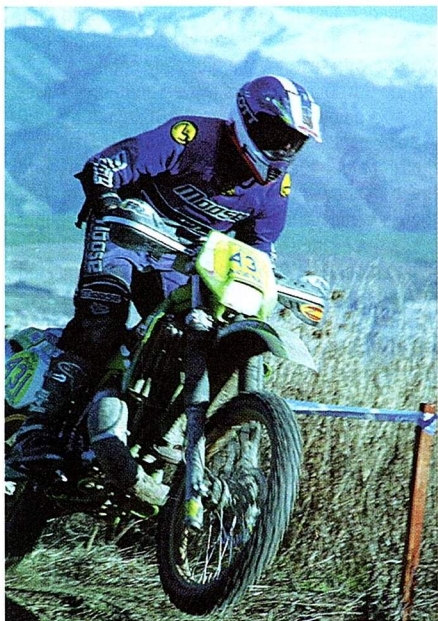
it just tended to favor the home team, something that was soon going to be more apparent.

In international action, the indestructible Finns, winners of the last two Six Day Trophy Team competitions, suddenly found themselves out begging. After losing a team rider on the first day to serious injury, they had no room for mistakes. They finished day one leading the Trophy competition, but shortly after the start of day two 125cc flash Petteri Silvan blew his Husky up in a special test and parked it. This moved the Italians up to the first position in the Trophy Team competition, followed by Spain and Sweden.

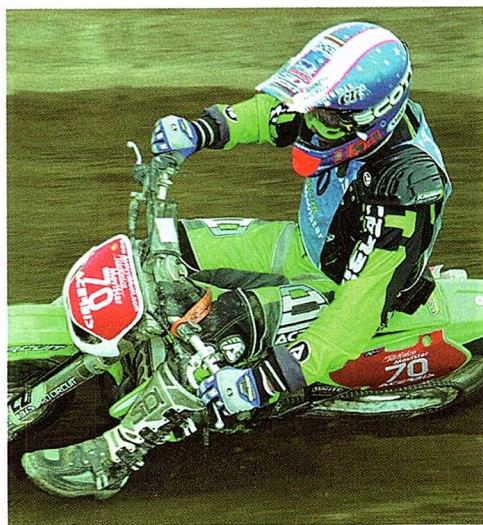
Australian Stefan Merriman was in firm command of the overall lead, riding with the kind of skill and precision that leaves you staring, open-mouthed. He rides the grass track tests extremely fast, but the most amazing thing to witness is his accuracy and focus. He just doesn't blow the turns, ever. Every line he takes is the right line, and he never appears to be out of control. It is just amazing to watch, just like the first time we really watched Giovanni Sala in Tulsa, or Shane Watts in Australia.

By this day in the competition, it was becoming plain that the Spaniards had laid out an almost perfect four-stroke course, whether they had planned it that way or not. Merriman was in control, but behind him in the overall were four more four-stroke pilots, and they were beating the best riders in the world. They were displacing Mika Ahola, Gio Sala, Shane Watts and Paul Edmondson to name just a few, and forcing them way down in the results. Behind Merriman were Anders Eriksson, the veteran Husaberg rider from the Swedish Trophy Team, riding a 400, Kari Tiainen of Finland on a +500, David Fretigne of France on a 400, and Bjorne Carlsson of Sweden, also on a +500. Behind them was Mika Ahola, last year's ISDE overall winner, scrambling to keep them in sight and now 17 seconds behind Merriman in overall time.

What was making the difference this year was the length and speed of the special tests. Most of the grass tracks were long, wide, and very fast, perfect for getting a big four-stroke up into fifth or sixth gear and just wring-



Clockwise from above: Jeff Fredette rode his 20th Six Days, won his ninth silver medal, and he'll be back next year. Brian Garrahan (180) rode like the wind on his 400 thumper. Stefan Merriman was The Wizard of Six Days, absolutely unbeatable nearly every day, an inspiration to watch. Destry Abbott overcame a few problems and put in a good gold medal ride. Big photo: An American rider heads for the hills in a special test.



ing it out. The two-strokes were simply running out of top speed; if you could hold on, you could get a much better time on a tall-geared, torquey four-stroke, and that's exactly what they were doing.

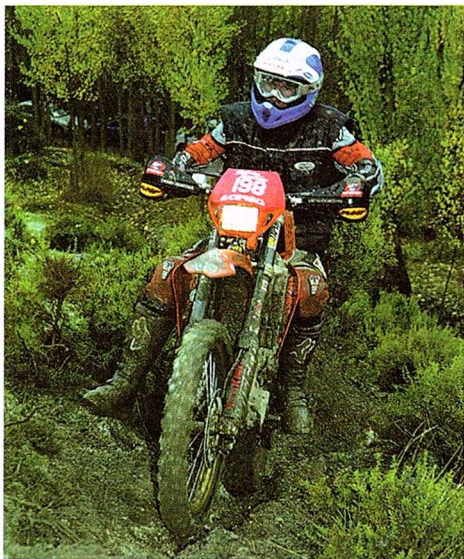
The tests were helping the Garrahan brothers, with Brian, in the 400 class, pulling the best times, being back only about ten seconds off Merriman's time and finishing most tests between tenth and 15th place in class. Patrick, riding in the +500 class, was a handful of seconds behind his brother's times, but still finished the day 19th in the class.

The American speed demon was Russell Pearson, however, driving his Yamaha 250 to 12th in class and finishing in the top 20 in every special test. His best score for day three was seventh place in the first cross test, a few hundredths of a second in front of Ahola, the class leader. Russ was taking this all very seriously, and was seen looking some of the tests over late in the afternoon, looking for places to improve his times. Kawasaki's Destry Abbott, another desert racing pro, was right up there as well, presently sitting in 18th place in class.

Abbott did a fine job of recovering from a shock absorber that had started leaking the day before, and lost all damping as a result. He came back at the end of day two and quickly pulled the shock and changed his rear tire, and impounded the bike in pieces. Trophy Team manager Drew Smith, who owns the suspension company Works Enduro Rider and had the foresight to pack a selection of popular shock parts just in case, rebuilt the shock overnight and re-pressured it with help from Team Italy's nitrogen bottle. "The shock is working great," Abbott reported later, "my only trouble is my front tire. I've been having all these nagging little problems, and I haven't had a chance to change it yet. It's just about bald!"

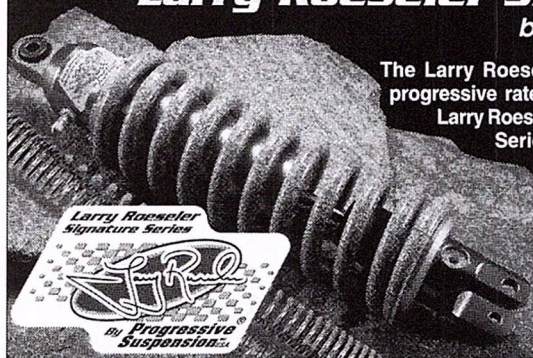
Hawkins was still going strong in the 400cc class, sitting in 21st place and a gold medal, and Fred Hoess was soldiering well in the 125cc class, still on gold. The combined efforts of this group left the American Trophy Team in tenth place, still with plenty of room to move up.

The Junior Trophy team's fate was sealed, however, by the exclusion of John Beal and Kurt Caselli, both accused of rule infractions. Caselli had a radiator failure and replaced it outside of a work area, which is a no-no, and John Beal was accused of receiving outside assistance—supposedly someone else was



Pat Garrahan turned his first ride on a 520 KTM into a gold medal, with a 16th place in the +500 class.

Join the team! Larry Roeseler Signature Series by Progressive Suspension



The Larry Roeseler Signature Series 420 shocks and progressive rate fork springs have been "dialed-in" by Larry Roeseler for each application. Install Signature Series shock and fork springs, it'll be like having your bike set up by a pro!

*Isn't it time you
joined the team?*

11129 G Ave., Hesperia, CA 92345 USA
E-mail: info@progressivesuspension.com
Web site: www.progressivesuspension.com

Paul Edmondson & W.E.R. Steering Damper WIN THE AMA NATIONAL HARE SCRAMBLES SERIES!

Congratulations, Paul!

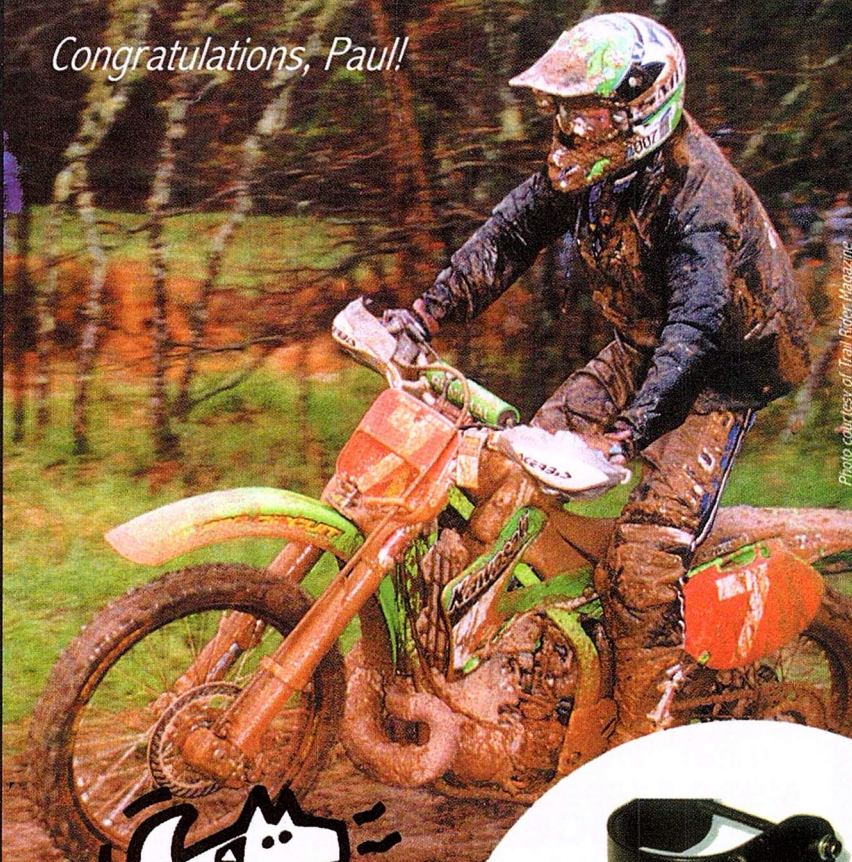
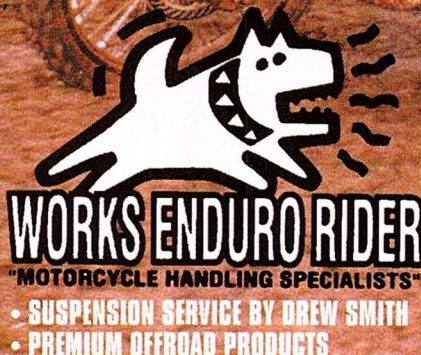


Photo courtesy of Trail Rider Magazine

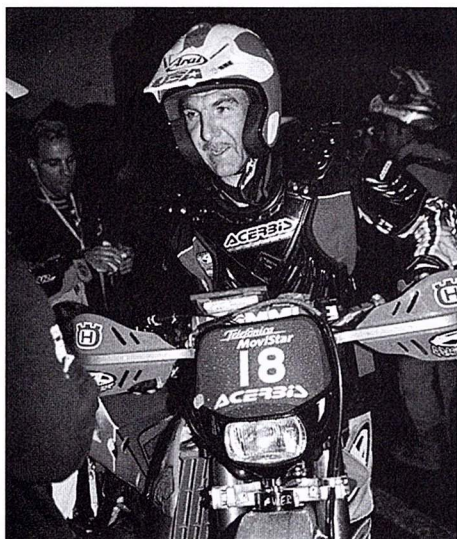


• SUSPENSION SERVICE BY DREW SMITH
• PREMIUM OFFROAD PRODUCTS



Models available for all dirt bikes • Same day shipping! • (908)637-6385
W.E.R. • #1 Jenny Jump Ave., • Great Meadows, NJ 07838





Fred Hoess in the dark morning air of day one. Dry as Spain was supposed to be, it was raining.

caught spraying chain lube for him. Beal denies the help, saying he was confused with someone else in the American camp, but the International Jury upheld the accusation, and Beal wasn't allowed to start day three. Spain has won the Junior Trophy competition two of the past three years, were leading it currently, and the enthusiasm of their pit marshals may be partially explained by this. Both Beal and Caselli were devastated by the decision..

Two other American riders, Mike Monroe and Glenn Martinson, were accused and excluded of outside assistance as well.

Day Four

Day four dawned cool and wet, the result of more rain overnight. The riders were familiar with the course, since day four was a repeat of day three, but the mud made everything much more difficult. The Trophy and Junior Trophy riders once again led the way onto the course, and they arrived at the first enduro test at Los Olivares with their bikes covered with thick mud the consistency of pottery clay. Slippery as the course must have been, they arrived at the enduro test in the approximate order they'd started that morning, save for a mix-up of some of the 125cc numbers as they struggled with the hills. The enduro test was prior to check two, and it followed a cross test a ways down the road in Caparacena, where they had gone through check one. From there, the riders moved on to check three with little trouble, and then to check four in the mountain town of Montefrio, where they encountered difficulty in a technical riding section a few kilometers before Montefrio. They straggled into check five and the second cross test of the day in a completely scrambled order, but none of the riders had any major difficulty in the cross test. They rode from there to check six and then back home to a final cross test before impound without further incident. Basically, it was a tough day, a real enduro day, but not impossible.

Once the riders got back to impound word started getting around that tests were being thrown out of the day's results, because "they were too difficult." As you can imagine, this had a less than enthusiastic response from the American camp. "Every time the Six Days starts getting a little tough, they start taking out checks and tests," said Brian Garrahan. "It's stupid! What's the sense of all that? They took out cross test two and there's no reason for it. That test was



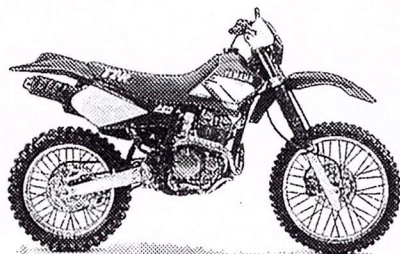
Nolan Knight started out with a good few days on his Gas Gas, then crashed and broke his shoulder.

sweet."

In the end the Jury voided all the times of cross tests one and two, and took away any time penalties riders may have had going into check four in Montefrio. This caused plenty of grumbling that the "enduro" was being taken out of the Six Days, and speculation as to how the Spanish teams may have benefited by having their times thrown out. There were a number of interesting theories, but it all works out to a kind of sour grapes, in a way. The way things like this are decided is by decision of the majority of

Freedom Cycle Freedom Cycle Freedom

ON SALE NOW!
TT-R250™



TT-R250™

MSRP \$4699.00
OUR PRICE \$3999.00

FREEDOM CYCLE
105 MANCHESTER ST.
CONCORD, NH 03301

(603)225-2779

New Hampshire's only KTM dealer
Supporting MVTR and NETRA
For over 20 years!!

www.freedomcycleenh.com

YAMAHA, SUZUKI, KTM

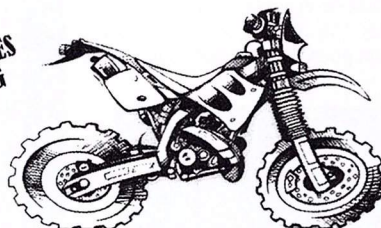
FOUR SEASON CYCLE CENTER

FLAT RIVER RD., RT. 117, COVENTRY, RI

(401) 397-6541

BETA * GAS-GAS * CANNONDALE

**CANNONDALES
ARRIVING
SOON!**



New England's Exclusive
Full Line Gas Gas Dealer

Season Closeouts

'00 XC200 \$5450 New

'00 EC300 \$5775 New

'00 XC250 \$5500 Dealer Demo, 50 miles

We Stock All The OEM Parts & Accessories

Order Your 2001 Gas Gas and Receive Free Accessories and Save \$\$\$\$

**Full NETRA & ECEA
Support**



the International Jury, representatives of each country's sanctioning federation. In a system like this, the strong lobbying comes from a group of countries standing to get the most benefit from the decision, rather than just a decision on what was the right thing to do. In an enduro, the right thing to do is leave everything in, but it didn't work out that way.

The one obvious thing about leaving cross test one in was the benefit it gave to the later riders. Merriman, who had been setting most leading times in the special tests, only managed a 22nd place finish in that test, and Swedish Trophy rider Anders Eriksson finished 15th in that test, though he had been chasing Merriman all week so far. Instead, club team riders Alessandro Botturi and Jarno Boano, both from Italy and riding on numbers 625 and 401 respectively, set the fastest times on a drier course. Boano, who spent some time in the States this summer riding a couple of GNCC rounds, as well as appeared on a Trail Rider cover (Nov '00), nearly won the day overall, only missing it by four tenths of a second behind Eriksson. Boano did set fastest time in the 250cc Two-Stroke class on day four, beating Ahola by 18 seconds.

All the changes to the scoring did little to change the status of the Trophy competition, with the USA team still stuck in tenth. The Italians were threatened by the loss of veteran rider Mario Rinaldi, who fell and broke his ankle, retiring from competition, but since only five scores are counted of the six man team, they were still in firm control of first place, four minutes ahead of the Swedes. The Spanish team was only 23 seconds away from the Swedes, while the Australian squad was another minute back.

Day Five

The penultimate day of competition was a repeat of the day's one and two trail, although the nasty hill that stopped so many riders was taken out of the course. There were no surprises, and all of the American riders finished the day without major incidents. Club team rider Luca Trussardi, an Italian national who has been living in California and qualified to ride on the American squad, put together a string of good tests in the 125cc class, including a fifth place in the first cross test, and finished the day 15th in class. Trophy Rider Hoess was riding tired but finishing each test consistently, although not happy with his performance. "I can't remember all the corners in the tests; I'm not nailing the corners like I want to," he said, "and then I'm getting tentative, thinking 'uh oh' when I'm going up the blind hills in the rocks." Regardless, he still finished the day 25th in class, out of 79 riders.

Destry Abbott also had a good day, finishing top ten in four of the five tests, finishing ninth in the class for the day. Pearson was close, though off the pace for the day, finishing 14th rider on day five, but still higher in the overall classification. David Pearson (no relation) had been putting together a good ride all week, and finished day five 24th in the 250 Two-Stroke class, and Jason Dahners was 27th. Mika Ahola won the day in that class and had a commanding lead on the class win.

In the 400cc Four-Stroke class Brian Garrahan was still riding strong, seeming better as the week went along in spite of a crash that chipped one of his front teeth. He scored a seventh place in the morning enduro test and finished the day 12th in class. Randy Hawkins, still plugging away on his patched-together WR400 finished 17th and on gold. Stefan Merriman was still killing everybody, with test times you wouldn't believe unless you saw it happen. Meanwhile, he was reportedly suffering from a skin rash due to an allergy, and was having trouble breathing. Imagine how he'd do if he was totally well!

The final class of the event, the Over-500 Four-

- **MORE BIKES! • MORE PARTS!**
- **COMPLETE SUSPENSION SERVICE!**

200, 250, 300 EXC IN STOCK!

ARCTIC CAT ATV'S

KTM
SPORTMOTORCYCLES

VINTAGE PENTONS AND PARTS —CALL BARRY!

Our 15th Straight Year as

**AMERICA'S LARGEST
SELLING KTM DEALER!**

Visit us at ktmworld.com



HUSABERG

Used Parts 1/2 Price!
Discount programs on
parts and accessories.
**Fast UPS Service
Everywhere!**



**8820 Bright Star Road
Douglasville, GA 30134**



Phone (770)920-1371 • Fax (770)920-9198

**GAS
GAS**

'GET ON THE GAS!'

Kawasaki
GOOD TIMES PRODUCTS

SHIPPING DAILY!

LARGE
SELECTION
OF USED
BIKES!

**Cumberland
Kawasaki**

www.cumberlandkawasaki.com

1-800-634-8283 • 350 East High Street, Carlisle PA 17013

Armand's Powersports
2001 Huskys Arriving Soon!



888 Plymouth St., Halifax MA, Route 106
Open Tues. thru Thurs., 9-8, Fri. & Sat. 9-5
Closed Sun. & Mon.

781-294-1645 www.armandspowersports.com

HUSKY WINS SIX DAYS!



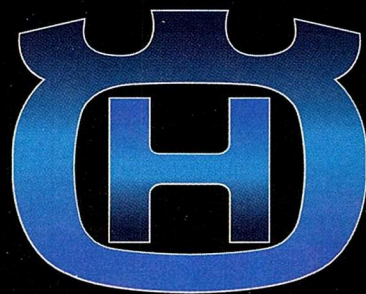
Trail Bike My #@§

Stefan Merriman

"Thumps" the World
aboard a TE400.
The first 4-stroke to win
the ISDE in 30 years.

Anders Eriksson

takes 3rd overall and
wins the 500 class
on the Husky TE570.



Husqvarna
MOTORCYCLES

Separate Yourself From the Pack.

Check out the complete line of Husqvarna motorcycles at a dealer near you. Visit www.husqvarnausa.com for a complete list of dealers.

Strokes, was the exclusive property of Kari Tiainen, as it has been for the past few years. He was being kept honest by Anders Eriksson, who was very close behind, separated by only two seconds at the end of the day. Our top rider in that class was Patrick Garrahan, who was piloting a 520 KTM for the first time and enjoying it. He finished 12th in class for the day; the only other American rider remaining in the class was Junior Trophy rider Cody Mastin, who was 45th in class for the day but still on bronze.

Day Six

And then, on Day Six, we wasted our time. In a mirror image of last year in Portugal, when the final motocross was called off due to scorers being unable to see mud-covered number plates, this year's final test was canceled due to lack of mud. Spain's final motocross test was laid out in a giant mown hay field on army base property in Armilla. It was a flat, featureless, two miles of ribboned-off turns and sixth-gear straightaways broken up here and there with abrupt man-made jumps. In a land very similar to Southern California, where real rain is the exception rather than the rule, the mystery of the day was why the track hadn't been watered during the week.

At the start of the first race it was obvious that something would have to be done. Two 125cc motos and two 250 Two-Stroke motos were run, with questionable success. We watched one unidentified rider cartwheel into the crowd in the first 250 moto, and then during the "big" 250 moto of Mika Ahola, Shane Watts, Paul Edmondson, Russ Pearson and Destry Abbott, Pearson misjudged a jump while blinded by dust, and went over the bars at extremely high speed while running about seventh in the moto. He crushed the subframe of his Yamaha and generally bruised himself all over, but remounted to finish the race.

At the start of the first 400cc moto the trouble started. Many of the riders were concerned about conditions on the track, knowing they'd be going faster than any other class, and they flatly refused to ride until the track was watered. The organizers sent the 400cc class back and called the +500 class to the line. The only riders who rolled out to the start were Pat Garrahan, Canadian Guy Perrett, and three Spanish riders. Other riders blocked the gate and a pushing match started between some members of the Italian team and the Spanish team. Meanwhile, one small fire truck had gone out and watered the course briefly, and with the riders somewhat placated the +500s were rolled back into impound and the 400cc riders, including Merriman, Sala, Brian Garrahan and Randy Hawkins lined up for their race. In spite of the watering the start was horrendously dusty. We were watching the first turn and saw Hawkins stop dead in mid pack, blind. "It was horrible. I couldn't see a thing. I was right on the fender of the guy in front of me, and in that first turn he just disappeared," Randy said.

The class was given one lap of the course, and the red flag came out as Merriman, in the lead, rounded the final turn. The riders were sent back to impound and the event was declared over, that the results of day five would stand as the final results. As the riders, team support people, and spectators filed toward the exits only one bike remained on the course, one rider who would ride his moto no matter what. It was Brian Garrahan, and he didn't pull off until they chased him off. Go USA!

"There is no doubt in my mind that the final moto was sabotaged," said Trophy Team manager Drew Smith. "The Spanish Trophy team had nowhere to go but backwards. By throwing out a bunch of tests during the week, the Spanish organizers were able to manipulate the team into a podium position. When that doomed 400 moto went off Merriman could have

pushed Spain right off the podium and carried the Australians up there. I understand that the Italians protested the day before that the final motocross test had to be watered, which the Spanish organizers refused to do. When we got out there Sunday they had a single water truck, that they eventually ran around the course in a show that they were trying to do the right thing, and then when Merriman appeared at the front of the pack in that 400cc moto, they black-flagged the race. If it looks like a duck and quacks like a duck, man, it's a duck."

Drew Smith wasn't the only person in attendance with that feeling, but once the decision was made to cancel the day "in the interest of safety," the deed was done. "Hey, I don't want to be accused of sour grapes," Smith continued. "Our team had nothing to gain either way, really. It's just a question of what's right. We need some strong leadership at the Six Days to do the right thing. Those guys are out there to win or die. Russ Pearson had a bad crash in a race that didn't matter. He could have come away from that with a crippling injury—all those guys, Merriman, Sala, Ahola—they're risking broken bones or worse on a track where you can't even see your crossbar. When they were getting that moto track ready they certainly had water available, and they didn't provide it."

In the final classification, the Italians won a hard-fought Trophy Team competition, and the Spaniards took the Junior for the third year in a row. Our Trophy team spent the week riding their best and racing more like a team than any other Trophy Team in recent years, but consistently came up short by scant seconds in each test. They finished in tenth, trailing the triumphant Italians by 22 minutes, 49 seconds by the final tally.

Finland had the top finishing club team, with the best American club team effort being logged by the Gerrit Hamilton Memorial team of Jason Dahners, Brian Bennett, and Brian Sperle, finishing sixth. Stefan Merriman took the unofficial overall win, and the win in the 400cc Four-Stroke class. Kari Tiainen won the +500cc class, and Mika Ahola won the 250cc Two-Stroke class. Italian Matteo Rubin won the 250cc Four-Stroke class, the only class with no American riders in it, and the 125cc class was taken by Finnish Trophy rider Juha Salminen. There were 10 gold

medals, 14 silver medals, and seven bronze medals, out of 39 American riders started and 31 finished.

Epilogue

As with every Six days, so much happened to so many people that this story is really inadequate to describe the events of this week. In 6,000 words so far, we haven't yet mentioned that Jeff Fredette proudly carried the flag for the opening ceremonies, riding in his 20th Six Days (he now ties Drew Smith, who also has 20 rides in). We haven't talked about the horror trying to find normal food at normal times in Spain, trying to eat in bars where everyone was smoking as if their heads were on fire. About how Steve Van Zant of Arkansas was riding in his second six days (since Tulsa) and was so happy he walked around grinning "like a possum eatin' yella jackets" all week. About Rich Lafferty, Mike Lafferty's brother, heading over to Six Days with his wife Maria and finishing the week with a silver medal on his Gas-Gas and itching to come back. About the scooter pilots in the city that defied all traffic laws, and about the support team folks in rental cars who drove like serial killers on the lam. Or about Randy Mastin and Cody Mastin, father and son, senior class veteran and 16 year-old rookie, who raced together all week, both finishing with bronze medals. It's all too much to get onto paper. Hopefully, we can show enough photos so you can get a taste of the event, but heed our recommendation: if you like reading about the Six Days, you'll love being there. Save your money, and tune into Trail Rider early in the spring, and we'll tell you how to get to France for the 76th Six Days next August!

Where to see more:

www.gbrothersracing.com—Web site put together by Patrick Garrahan with a personal account of how the week went. Some photos and lots of videos, too. The Garrahan's are also going to have a computer CD-ROM of their event experiences available for \$15, probably by the time you read this.

www.amadirectlink.com/amarace/00isde—Web site of the American Motorcyclist Association, put together by Hugh and Connie Flemming. Photos and a little bit of text, results.

www.isdegranada2000.com—official Web site with all the results, interesting English versions of the press releases, etc. ↑



WARNING!

**THIS PRODUCT CAN MAKE
YOU LOOK FASTER THAN
YOU REALLY ARE!**

**Ask Mike Lafferty
how he CLEANS UP
with ProClean 1000!**



**Call us for a free sample 1-888-882-3258
www.proclean1000.com**



KTM 400RFS

Living with the new KTM thumper, and tuning out the glitches

So we've been riding the KTM 400 all summer long, and after all this experience we think we might have it all dialed in. The two things that really had to be addressed for our rocky, tight, northeastern riding were gearing and suspension. We found that once we had those two things worked out we were 90 percent there.

The first that had to change was the gearing. In our original test of the bike we pointed out that the KTM is geared way too tall for northeastern riding. Our bike came with 14/48 gearing, which may have been wrong anyhow. Some of the literature we saw called for 14/50 gearing; regardless, ours was 14/48. We changed it almost immediately to 14/52 with a set of Sidewinder sprockets and chain, and it felt a lot better. This lowered the theoretical top speed to "only" 97 mph, and we figured we could live with that.

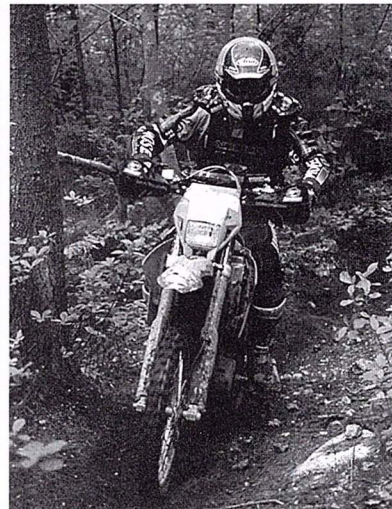
And it was fine, until we got to a particularly nasty section in the Foggy Mountain enduro. Wheel-size jagged rocks and a snake trail through the saplings proved that we couldn't make the KTM go slow enough to be controllable through this section. Everybody—Atkinson, Lafferty, Shenigo—they were all going the same speed, which was a medium-walk. There was no way you could go any faster, the whole trick was staying upright and not stopping. The KTM 400 with 14/52 gearing couldn't go that slow, it wanted to lurch forward every time the clutch was fed out, and lurching was the totally wrong thing to do. Interesting to note that we also got stuck in there, high-centered on a greasy rock, and the bike started boiling over within about 30 seconds. This is the only time we had overheating problems, it seems as long as you keep moving the KTM will keep itself cool. One of the new features of the 2001 KTMs is a slightly larger set of radiators, so the new bikes should be even better.

Back to gearing. We really didn't want to change the countershaft sprocket, because a bigger front sprocket is a whole lot easier on your chain than a smaller one, be we seemed to have no choice. Still, it gave us a chance to try out one of the new stainless steel chains that Sidewinder is making, and we changed to a 13/52 with a Sidewinder chromed-steel sprocket in front, a Sidewinder Stainless on the back, and Sidewinder Stainless chain wrapped between them. This gave us just as low gearing as we could ever want. The bike can walk along in first gear, but with the six speed transmission the upper gears are still as fast as stink. We'd estimate the top speed to be something like 80 mph, which is plenty.

Now a word about the chain. We'd used the Sidewinder Stainless sprockets before and know that they resist wear like nothing we've ever seen. We put on the new stainless steel chain not knowing what to expect, but sure enough the first chance we got to



It was pretty when it was new.... We've been flogging the KTM in mud all summer, and are very pleased with the reliability and tuning. We haven't touched the jetting, and are still using the original spark plug!



Cooler change on the bike: We took a pair of Enduro Engineering footpegs and cut them apart, then welded them together with a half-inch lower profile than stock. The bike feels so much better we're considering lowering the footpeg mounts on the frame another half inch. Right: The stock fender was ugly, and it does a lousy job of keeping mud off your face, so we replaced it with an Acerbis '99 KTM fender.

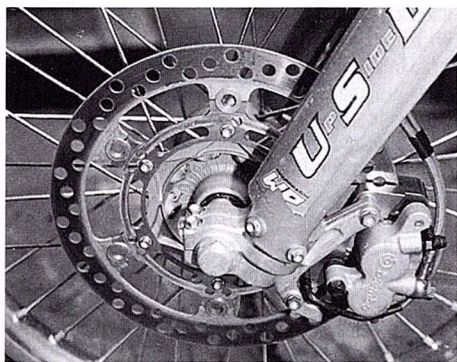


ride the bike was in a two day trail ride in New York, almost the entire time in the pouring rain. There's no way, we thought, that this chain can take this punishment, not on the first day. So we checked the chain at the lunch stop on day one. No problem. Didn't stretch a bit. Checked it at the end of the day. Still no stretch. Whoa, this wasn't right, not on a new chain, but there it was. The acid test was the second day, where it poured all day long and we rode the whole course. At the end of the day it was just slightly looser than it was when we started, so it had worn a little, but it still wasn't enough to bother adjusting it.

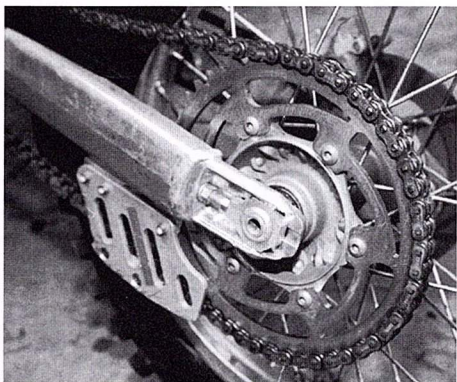
This is seriously good chain wear. Nothing against the old Sidewinder Gold chain, but we know that we'd have to adjust a new Gold chain at the end of the first day of riding, wet or dry, because it "stretches" or wears-in a little right away. After that it may be fine for quite a while. But the stainless chain didn't even do that! We're impressed; for the extra \$30 or so the stainless chain is well worth it.

So with the gearing and driveline all worked out, we

started thinking about the suspension. We'd ridden the KTM in the NETRA Monahan enduro in the spring, and liked it okay. The stock suspension seemed a little firm, but it worked well. The curious thing about it was that try as we might, there was no way to bottom-out either the forks or the shock. We figured the reason it felt firm is because it was only getting about three-quarters travel. We checked this theory out with Drew Smith of Works Enduro Rider and he confirmed that the stock valving was set up really stiff. It seemed, he said, that the WP engineers had taken last year's two-stroke valving and just doubled the values



The EBC oversize rotor kit adds just enough braking power in the front to put a huge grin on your face. It's awesome!



Want a long life chain and sprockets? Put on the Sidewinder Stainless chain and sprocket and you can just about forget about it. Mud all summer and one chain adjustment.

of all the shims. It didn't need valving that stiff, and Drew said we should feel it worse in the rear.

So for the sake of experimentation we sent only the rear shock up to WER, and had them re-valve it to what they figured it needed. They installed their valving and one of their special bladder caps on the reservoir, doing away with the floating piston system. The rubber bladder is reputed to be more responsive than the piston, and Drew promised the shock would be much more supple than stock.

He was right. The back end now went to full stroke and soaked up everything. For rocky riding we settled on three clicks from zero on compression and had a bike that would bottom out only on a G-out ditch or a really square hit. And that's exactly what we wanted it to do. Trouble was, with the back end working fine, now the front end felt bad. Actually bad isn't the word. It felt horrible. Here's what was going on: the stock rear shock was set up really stiff, so to balance it the stock forks were valved really stiff. But, the stock back end was SO stiff that the stock forks actually felt soft. Once we got the back end to go up and down freely the stock front end refused to budge. It was hideous. The bike wouldn't turn and the forks pogoed off of any rock or root they hit.

"I thought they might do that," Drew told us on the phone, "but it's always best to actually feel it so you know how bad it can be. You want us to re-valve the forks?"

We immediately sent the forks up, had him do his re-valve on them, and got them back by Friday. Hung them back on the bike, with the top of the fork caps flush with the top of the triple clamps, and added 16 clicks of compression damping. The rebound was set at whatever it needed—10 clicks or so. Suddenly the bike felt great. Firm enough to hold the bike and a 200 pound rider up, and supple enough to soak up rocks and roots without punishing said rider. Wonderful! So



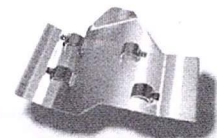
ENDURO ENGINEERING

Off-Road Performance Products

KTM "Easy-Pull"
Clutch Lever



KTM 2 Stroke &
4 Stroke Skid Plates



Tall Seat Foams
& Covers

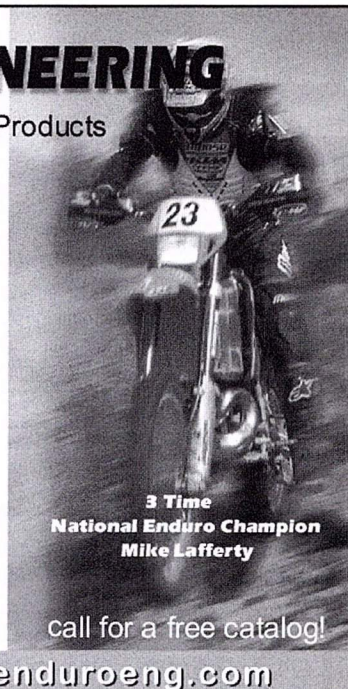
Look For Our Products By Name!

6081 South M.L. King Blvd. Lansing, MI 48911

PH: (517) 393-2421

FX: (517) 393-0632

Order On The Web! www.enduroeng.com



3 Time
National Enduro Champion
Mike Lafferty

call for a free catalog!

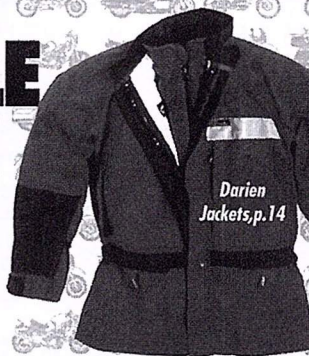
**TOTALLY
RIDEABLE**

Exceptional Road Trip Gear

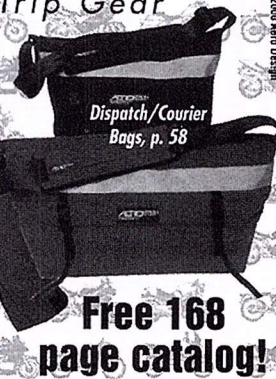
AEROSTICH
RIDERWEAR



Tank
Panniers,
p. 69



Darien
Jackets, p. 14



Dispatch/Courier
Bags, p. 58

**Free 168
page catalog!**

RIDERWEARHOUSE
CATALOG

800 222 1994 order online at www.aerostich.com

EARTH PILOTS WANTED

KTM
SPORTMOTORCYCLES

COME TO US

KTM
SPORTMOTORCYCLES

**FOR THE BEST SET-UP AND SUPPORT
FOR KTM SPORTMOTORCYCLES**

Aldo's



Routes 10 and 5
Bernardston, MA 01337
(413)648-9302

Exit 28 of I-91
Route 10 south 1.5 miles



Confederate

the message is that the stock bike is supple enough in the early part of the travel to feel okay, but if you look real closely you'll find that you're only getting partial travel, because overall the suspension valving is too stiff—it's not the springs. We're still using the stock springs. Revalved to use all of the suspension travel, the bike is much more comfortable and responsive.

While this was going on, we spent some time riding with Drew and Chris Smith. Drew was very helpful with setting the adjustments right on the forks and shocks, and Chris rode the bike and was very impressed with how it worked (and everybody likes the electric start). But, one thing Chris said got us thinking. He rode the bike and said, "That's really a nice bike, but I think I'd lower the footpegs on it. I feel like I'm sitting up too tall." We had had the same feeling, and we talked about it for a while. Chris pointed out that there was plenty of room on the frame to cut

the stock footpeg brackets off and re-locate the pegs, but we were a little squeamish about welding on that fine KTM frame. He shrugged and said he wouldn't think twice about it (keep in mind Chris built his own XR250 frame last year), but if we didn't want to do that he could always lower the footpegs a little and see what it felt like. We had a set of Enduro Engineering's Burley pegs on it, and there was room to cut them up and lower the cage about five-eighths of an inch relative to the pivot, so we turned the pegs over the Chris and let him weld on them.

What an interesting result. With the lower pegs on the bike suddenly we could grip the tank better with our knees, and it felt like there was more room between the handlebars and the pegs, which, of course, there was. It was only five-eighths of an inch, but that was enough to make it a little easier to make the stand/sit transition and we felt a little more "into"

the bike, instead on "on it." It feels a lot better to ride. We'll probably stop there, but given the time and proximity to a really good welder we would seriously consider dropping the footpeg mounts a whole inch on the frame. We'll bet this makes the KTM feel a lot lower and much easier to move around on, actually more "Husaberg-like," because the 'Bergs have a very low footpeg position. You might not want to consider anything this radical, though, if you have small feet, because significantly lower pegs are going to move you away from the shifter pivot. Don't do it at all unless you have the services of a really good welder.

The reason we were using the Enduro Engineering pegs is because we snapped off the stock cast-steel pegs the first time we tried to wrap them around a log. You wouldn't be able to weld on the stock pegs anyhow. Like we said in the original test, we wound up putting on the entire complement of Enduro Engineering protectors for this bike—hand guards, clutch slave cylinder guard, chain guide, needle-bearing clutch lever, braided steel clutch hose and pegs. Interesting story about the clutch hose: We got the hose, then let it sit in the van for months, with no time to mess with it. Then finally, one GNCC we wound up ripping the stock clutch hose out of the master cylinder, and hey presto, no clutch. We could hear Al Randt saying "I told you that was going to happen."

We also tried a clutch lever sold by Gary from Holeshot in Ohio. Gary makes a two-finger lever that's pretty cool, with the needle bearing pivot and all that. The Enduro Engineering lever is a full-hand lever, just like stock. It's all in what you prefer.

On the brakes, we were fortunate to be in the right place at the right time, and got into a testing gig with EBC. Gary from EBC called and said, "We're just finishing with our KTM oversized front brake kit, can you try it out and tell us if we've got it right?" Sure, we'll try anything. The kit bolted right on with no trouble, all they needed to add was the extra hole in the bracket for the enduro computer sensor. They were concerned about the fit, but we were most impressed with the way the big brake worked. It is nice! Just a little stronger than stock, maybe 20 percent stronger, and very progressive. It wasn't grabby at all, really smooth and really strong. We never thought we'd be recommending an oversize brake kit for an enduro bike, but we heartily recommend this.

For the back brake, we right away installed a Mud Racing solid rotor. Stock rotors with holes or slots in them are nothing but pad death in the mud—you'll be lucky to get one muddy ride out of your pads. Solid rotors will easily quadruple the life of your pads.

Everything else done to the KTM was basically appearance items. Frankly, we can't stand the 2000 "Darth Vader" front fender, so we took it off and put a '99 model Acerbis front fender on instead. The '99 model fender doesn't throw as much mud in your face, so it's also a practical change as well as cosmetic. It's also easier to tape an enduro score card in place with the old style fender. While we were changing plastic, we put on one of the new Acerbis over-and-under dual halogen headlights. It's pretty cool looking, and it also fits over the WER steering damper without modification.

That's about it for major changes. What we have now is a KTM 400 set up for rough eastern conditions, and it works great. We've been changing the oil about every fourth ride and it always comes out clean, and changing the oil filters about every ten rides or so. Everything still works fine on it, including the electric start and the battery. We've had no clutch problems, nothing has loosened up, all in all the bike has been completely bulletproof. It's a fine machine, and one we've been very happy to be playing with this year. ↑

518-792-9260

GP RACING

SUSPENSION SPECIALTIES & ENGINEERING

WORKS FORK & SHOCK PISTONS

HARD ANIDIZING W/TEFLON COATINGS

WORKS BOTTOMING CONTROL SYSTEMS

SPRINGS-SHOCK SHAFTS-SEAL HEADS

CUSTOM REVALVING, REBUILDS

22 Hudson Falls Rd South Glens Falls, NY 12803

100% Money Back Guarantee

applications & tech info at
www.gp-racing.com

When Only The Best Will Do!

Closed Sunday
& Monday



509 Rt. 9, Manahawkin, NJ
www.southernoceancycle.com

1-800-474-9884

**KAWASAKI • KTM • POLARIS
SUZUKI • YAMAHA • VICTORY**

SEE US ON THE WEB FOR ADDITIONAL SPECIALS & COUPONS

KTM
SPORTMOTORCYCLES



300 MXC

YAMAHA

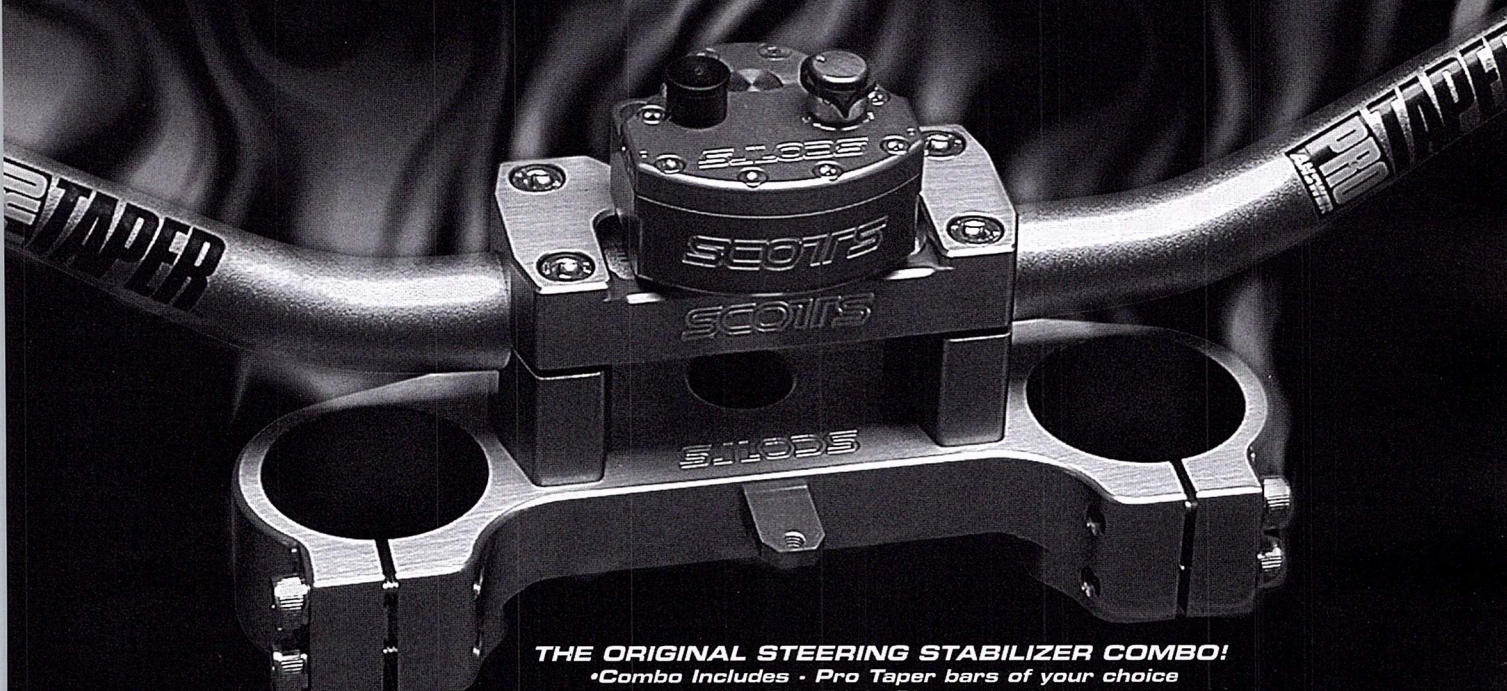


SUZUKI



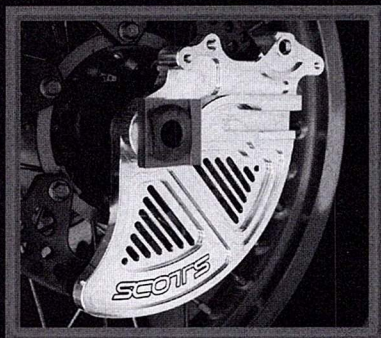
SCOTT'S

performance

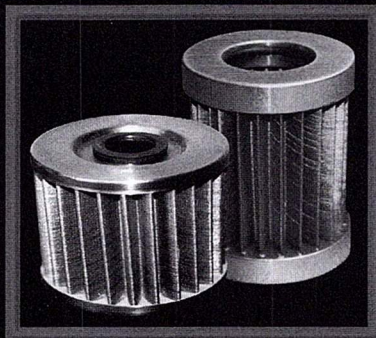


THE ORIGINAL STEERING STABILIZER COMBO!

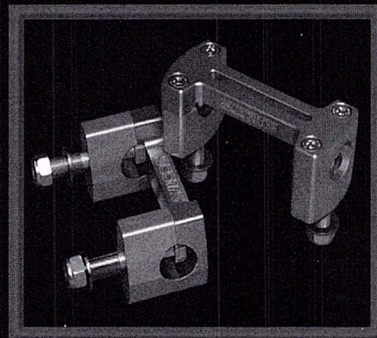
- Combo Includes - Pro Taper bars of your choice
- Scott's Billet Top Triple Clamp
- Scott's 1 piece Billet Bar Clamp
- Scott's Steering Stabilizer
- All Mounting Hardware



BILLET ALUMINUM SHARK FIN
Integrated into the brake carrier makes this disc guard virtually indestructible: Dirt Rider magazine calls it "An impressive display of protection"



STAINLESS STEEL OIL FILTER
The filtering qualities are 10 times better than a paper filter and have a higher resistance to heat. Longer lasting and reusable. Protect your 4 Stroke investment!



PRO TAPER MOUNTING KITS
Billet machined "Factory Look" precise fitting hardware in every combination imaginable for Pro Taper and other large diameter handlebars.

**THE HOTTEST HIGH PERFORMANCE
OFF ROAD PRODUCTS AVAILABLE**

WWW.SCOTTSONLINE.COM 818-248-6747

2625 Honolulu Ave. Montrose, CA 91020

STARTIN' SETRA

Gravitt gets the jump on the new season

Cracker Enduro

Round 1, Union Point, GA 8/27

KTM's Allen Gravitt got the 2000/2001 season off to a good start winning the Cracker enduro, round 1 of the 15 race SETRA series. Gravitt posted a score of 16, four points better than runner up Doug Deaton. "I felt pretty good. I haven't ridden much during the off months, and I only had about 15 miles on my 200. I was pleased with my score, I feel I could have shaved a few points off here and there," said Gravitt. Gravitt faced some pretty stiff competition. Two time SETRA enduro champ and Gas Gas team member Franklin Ramey III is racing again after a year off due to extensive knee surgery. Franklin posted an impressive 20, a score that put him in a three way tie for second overall. "I felt good today, I never tried to push it, just rode a smart safe race. I want to get my knee back in shape. It feels good to be back riding," said Ramey. Also on hand was Rod Stuckey, SETRA's number two man in the hare scrambles series. Stuckey is going to try his hand at enduros this year and he also finished with a 20, putting him in the three way tie.

Durhamtown plantation, located in small Union Point, Georgia, hosted the enduro, with the Georgia Crackers club actually running the race. Last season, this race nabbed Enduro of the Year awards. It is first class all the way. Durhamtown is a hunting plantation with several thousand beautifully wooded acres just begging to be ridden in. The facilities are excellent and the owners go out of their way to make the riders feel at home. The race was short by most standards, less than 50 miles. That's not to say it was easy—those 50 were all woods, no roads. Six sections, three before the gas and three after challenged the riders, and overcast skies kept the temps down to the high 80s, a far cry from the 100-degree weather the area had seen in the previous week. The cloudy skies held a chance for rain, most hoped it would hold off before the race ended. It didn't. Around noon it came down hard and turned perfect trails into a mud-fest, where making it through the trail was an accomplishment.

The first section was the longest at 13 miles. Gravitt showed his tight woods prowess by posting the fast time with a four. Stuckey, Ramey, Stephen

Edmondson, Four-Stroke A rider Jeff Harris, and Senior A riders Doug Deaton and Terry Hughes all dropped five points. A brief reset and into another tight section. This one was a little shorter at 6 miles. There were a lot of switchbacks and even a rock or two to be found. This time Gravitt dropped a three with Ramey and Hughes matching the SETRA champ. Former AA rider Steven Smith and newly promoted AA Mitch McRee would both dropped four. McRee was top A rider last season. He normally rides a KTM 300 and had a new 520 on order, but the new bike didn't make it by race time. He rode a much different 125SX, borrowed from Gravitt. The remaining AA's as well as top A riders dropped four. The last



Allen Gravitt got himself a good jump on the season by winning the round one Cracker enduro, and posting second overall at the Long Cane.

section before the gas was tight but short. Once again Gravitt dominated with a 1-point loss, followed by two's from the other top contenders.

After the gas it was on to a tough 7 miles. It started with a restart and the trail seemed to give the B and C riders the most trouble. That trouble lay in the form of a hill a few yards from the restart. It wasn't steep but was littered with loose rocks. Quite a few bikes threw chains and created a bottlenecks as riders searched for ways around those stuck.

It was close to lunch by now, and the overcast skies gave way to rain. It started out light but soon turned into a downpour. Gravitt and 250A rider Steve Saunders were the only riders to drop three. Most of the top riders were dropping four's and five's.

The remaining 14 miles of the race was divided into

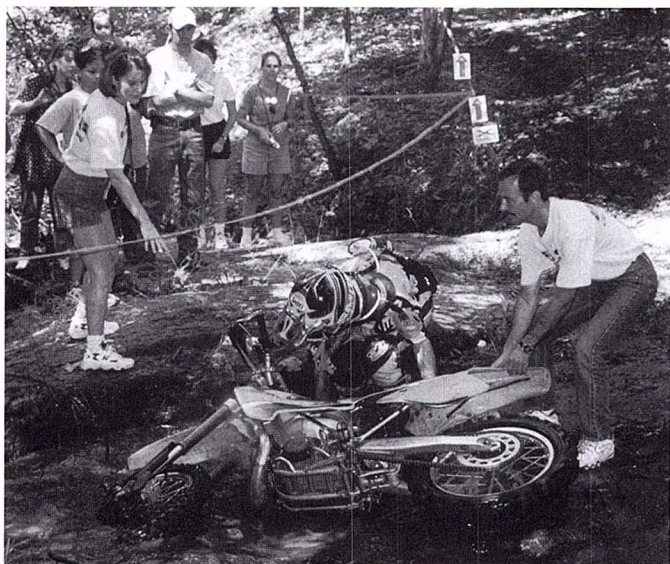


Terry Hughes surprised everyone, even himself, by winning the Long Cane overall. He deserved it!



All it takes is one little hill to give riders fits.

three checks. A going-in, with a check in the middle and a check-out. The scores were quite varied. The rains were coming down hard and row choice came into play. Ramey had the fast time at check 9 with a two, followed by Deaton with a three, Gravitt, Stuckey, Edmondson and Smith a four. Masencup, McRee and Hughes dropped five. The final check was easier. It was still raining, just not as hard and the trail more open and faster. Gravitt, Stuckey and Edmondson would lose a minute. Ramey, Masencup, Smith, McRee and Hughes were down two, Deaton



The creek section at Long Cane is a classic, and it can be mighty slippery, as this rider found out.



A rare photo of the author himself, and what he was doing when he should have been taking pictures. Photo of Kenny King by Erica Gossett.

came into the final check three minutes down. At the end, Gravitt's 16 got him the win, with Ramey, Deaton and Stuckey all tied with 20. Senior A rider Deaton nabbed the two spot on tiebreakers followed by Stuckey, and Ramey

Long Cane Enduro Round 3, Abbeville, SC

The South Carolina woods would be the setting for the third round in the SETRA enduro series, the Long Cane. Held just outside Abbeville, the Long Cane is always a fun, challenging race. Put on by the Long Cane enduro riders and held in the Sumter National Forest, they managed to get two new sections in, making the total of the race close to 60 miles. It was a tougher race than past events, due to the new trail, and it didn't end as most expected.

Current champ Allen Gravitt on his KTM 200 knew his main competition would come from Husaberg rider Michael Grizzle. Grizzle finished last season strong and had his sights set on both a championship

and Gravitt. When both riders finished the final check this week, they each dropped 14 points, a tie. It looked like Gravitt had the better tiebreakers and would get the win. Here's where the surprise came in. Senior A rider Terry

Hughes (Blue Ridge cycles, MSR, Silkolene, Tsubaki) was taking his card to be checked and ran into Valerie Grizzle. (Michael Grizzle's wife and main pit person.)

Cracker Enduro Class Results

Overall Champion

Allen Gravitt

AA

1. Rod Stuckey
2. Franklin Ramey III
3. Stephen Edmondson

Open A

1. Mike Douglas
2. Mark Thompson
3. Dwight Sutphin

250 A

1. Lee Stephens
2. Steve Saunders
3. Brent Mercer

200 A

1. Russell Epley
2. Dusty Tindell
3. Travis Hayes

4 Stroke A

1. Jeff Harris
2. Scott Miller
2. Russell Arant

Open B

1. Mike Bradshaw
2. Gene Zobel

3. Mel Smith

250 B

1. Adam Haskall
2. Ty Shiply
3. Carter Haskall

200 B

1. Jeremy Harbin
2. Andrew Bobbitt
3. Mark Threlked

4 Stroke B

1. Mark Hutchinson
2. Mark McKenzie
3. Robert Ledford

Open C

1. John Fisher
2. Steve Augustine
3. Chris Ingle

250 C

1. Ronnie Beatson
2. Trey Cail
3. Rhea Haskell

200 C

1. Heath Lee;
2. Mathew Gillard
3. Steve Alley.

4 Stroke C

1. Robert Thurman
2. Michael Lafollette

3. Ken Conover

Vet A

1. Steve Moore
2. Jeff Burchfeil
3. Tim Akins

Vet B

1. Shane Sexton
2. Clint Johnson
3. Roy Wood

Vet C

1. Greg Armour
2. Lance Ott
3. Drew Richey

Senior A

1. Doug Deaton
2. Terry Hughes
3. Neal Hamilton

Senior B

1. Phil Ellis
2. Al Hubbard
3. Eddie Royals

Senior C

1. Gary Overton
2. Herb Coleman
3. Keith Smith

Super Senior A

1. Robert Neeley
2. Joe Royal

3. Frank Schoenbeck

Super Senior B

1. Gerald Jones
2. George Noxon
3. Gary Bishop

Super Senior C

1. Shot Goodman
2. Steve Stansel
3. David Goins

Master A

1. John Fero
2. Johnny Thomas

Master B

1. Ron Miller
2. Michael Thompson
3. Steve Stirewalt

Master C

1. Norbert Nall
2. Kenny Hardee
3. Wayne Meradith

Golden Master A

1. Bruce Triplett
2. Fred Hammond

Golden Master B

1. James Bransford
2. Mike Garrett
3. Paul McDonald

CENTRAL JERSEY CYCLE

BUY ON LINE AT

www.centraljerseycycle.com

Husky • ATK • Yamaha • Suzuki • Kawasaki • Honda • KTM
Accessories • Suspension • Motor Mods



609-448-9400



859 Route 130 North, East Windsor NJ 08520

Fax: 609-448-3225 • E-Mail: sales@centraljerseycycle.com

REPAIR MANUALS

Factory, Clymer & Haynes

Microfiche Cards Available



Since 1995 - Service - Selection - Speed
Call us at 404-873-1479 or for faster service
search our online catalog
of over 5000 vehicles.

www.motorcycling.net

"So How did you do?" asked Valerie. "Dropped 13," was Hughes' reply. "It looks like you got overall," said Valerie. "Come on, how did everybody really do, don't kid!" said Hughes.

Hughes just didn't believe he had gotten his first ever overall win. Not bad for a 44 year old Senior rider. "No doubt my race went good, I just had no idea I had won," said Hughes. "I drove all night to get to the race and had to sign up on row 52. With that late of a row I just tried to ride as fast as I could. I just never considered I had won. I suppose everything just fell together. I tell you, seeing the OA next to my name was the biggest shock I have had since I started riding. I just had to wait till I was 44 to get one." Hughes is fast any way you look at it, but over the summer he worked out, dropped a few pounds, and got off his 250 and on to a Yamaha YZ125 (His first time on one since the '70s). It looks like all that hard work paid off. Gravitt would just have to settle for second with Grizzle taking third.

Four sections were used, two before the gas and two after, with several miles of road connecting the sections. From the start riders went into the woods and the first new section. The woods were tight and freshly cut in spots and riders on early rows had some difficulty finding trail. The section was 8 miles long. The AA's dropped threes here, this is where Hughes got them, he managed a two. Hughes' late row could have been a slight advantage in some of the new stuff, at least he could see the trail better. The AA's were all between rows 20 and 30.

A little reset and into a long trail before the gas. The trails the club uses have been used for years and are pretty established. They run them backwards and with bits of new added each year, but they still get pretty beat up. The section was 14 miles long, the

longest of the race. This time Gravitt, Grizzle and Hughes all matched scores with a five point loss. Florida enduro champion Ashley Brewer on his Kawasaki 250 just missed a five and came into the out-check a few seconds into a 6. The race had covered about 30 miles before the gas, with the two points-taking sections.

The gas was a good break, with 22 miles of trail coming after. The third check-in led into another new section, the second longest of the day at 12 miles. Most of it was trail that hadn't been used in years with some fresh cut connecting things up. Grizzle, Hughes and Brewer all dropped two each, with Gravitt dropping three. It seems Gravitt had some passing problems in the tight trees and lost those few valuable seconds.

What he lost in section three he made up for in the last trail of the day. That section, a 9 miler, was an old trail ran backwards. It had a nice creek to ride down that was lined with spectators. The creek was no problem for the A guys, but some B and C riders

Long Cane Enduro Class Results

Terry Hughes

Overall Champion

AA

1. Allen Gravitt
2. Michael Grizzle
3. Ashley Brewer

Open A

1. Mike Martin
2. Trey Welborn
3. Joey Rowland

250 A

1. Ryan Crist
2. Lee Stephens
3. Jason Moody

200 A

1. Russell Epley
2. Martin Pruett
3. Dusty Tindell

Four Stroke A

1. Jeff Harris
2. Scott Miller
3. Phill Simms

Open B

1. Lon Buysman
2. Gene Zobel
3. Bruce Yarborough

250 B

1. Danny Ruhling
2. David Croot
3. Adam Haskall

200 B

1. George Miller
2. Mike Fraser
3. Andrew Bobbitt

Four Stroke B

1. Mark McKenzie
2. Mark Hutchinson
3. Robert Ledford

Open C

1. John Kennedy
2. John Pisher
3. Dan Sampson

250 C

1. Rhea Haskell
2. Chris Dunn
3. Tony Newman

200 C

1. Bryan Henson;
2. Heath Lee
3. Robbie Overstreet

Four Stroke C

1. Scott Watkins
2. Troy Yarbrough
3. Paul Harrell

Vet A

1. Steve Henson
2. Steve Moore
3. Bobby Pearson

Vet B

1. Shane Sexton
2. David Holbrook
3. Jack McDonough

Vet C

1. John Wilson
2. George Armour
3. Lance Ott

Senior A

1. Neal Hamilton
2. Arty Spencer
3. Ricky Dennis

Senior B

1. Pooner Powell
2. Kenneth King
3. Phil Ellis

Senior C

1. Keith Smith
2. J.K. Thomas
3. Anthony Lewis

Super Senior A

1. Frank Schoenbeck
2. Gerald Jones

2. George Noxon

3. Gary Bishop

Super Senior C

1. Steve Stansel
2. Benny Hamby
3. William Durham

Master A

1. Jim Ford
2. Wayne Beaty
3. Robert Cox

Master B

1. Pat Golden
2. Steve Stirewalt
3. Robert Brendle

Master C

1. Frank Amos
2. Ray Cotton
3. Kenny Hardee

Golden Master A

1. Bruce Triplett
2. Fred Hammond
3. George Yount

Golden Master B

1. Fisher Campbell
2. James Bransford
3. Joe Terry

found out about deep spots and got a bath. Luckily it came right at the end of the race. Gravitt posted the fast time with a 3:56, with Hughes, Grizzle and Brewer all dropping fours.

Hughes has added a little more competition to an already close AA class (even though as of now he is a Senior A rider). SETRA has a rule that if you overall two races you go AA, and Hughes is well on his way. This has the potential to be the tightest season in years, with everyone gunning for Allen Gravitt. ▲



MID-SEASON BLOWOUT PRICES

HUSQVARNA DEALER

BLOW OUT DEALS
on 2000 Huskys and Gas Gas!
Call for a Great Deal!

GAS GAS

CYCLE ADVENTURE, LTD II

SUNDIRO Scooters

E-TON AMERICA 4-Wheelers

MidWest

610.738.9300

West Chester, PA

WE HAVE ALL YOUR ACCESSORIES AT GREAT PRICES!

ACERBIS THOR MSR Huse

Dog's POWERSPORTS

856-719-1448
OR FAX TO 856-719-1451


Operated by
GARY NOBLE

"A rider who knows what riders want"

**LOCATED IN CHERRY PLAZA
AT THE BERLIN CIRCLE**

115 ROUTE 73 NORTH, BERLIN NJ 08091

Parts & Accessories for
Motorcycles, ATVs & Jet Skis



NEVADA MOTORCYCLE ADVENTURES, INC.

"The Old West! NMA does a great job! I highly recommend this trip. A bargain! A guaranteed good time! Sure I'd do it again, & I'll enthusiastically recommend it to you, right now."
Paul Clipper, Trail Rider

"One of the most enjoyable vacations I've ever had!" Nick Krupa, in Florida Trail Rider

"A great week! A Motorcycle Adventure and a half!" Ed Jolly, Sr. in Cycling East

"A good ride! I felt like life could not get much better, forgot about work completely. A hell of a good time, and it's not that expensive. I'll be back!" Steve Eversfield in TrailBike (England)

"Treat yourself to a vacation tour you'll never forget. Give Matt Ernst a call for the time of your life!" Southeastern Bike News

RIDE THE REAL WEST!
Complete Motorcycle Tours
Call: 775-359-4380

DIRT BIKES

CRUISERS

SPORT BIKES

TOURING

ATV'S

SPECTRO-OILS.COM

motorcycle lubricant

SEARCH



MIKE LAFFERTY,
2000 AMA
NATIONAL
ENDURO
CHAMPION



SHANE WATTS,
2000 AMA
G.N.C.C.
CHAMPION



FRED HOESS,
2000 I.S.D.E.
GOLD MEDALIST



NATHAN KNIGHT,
AMA NATIONAL
ENDURO 200-A
CHAMPION

SERA HARE
SCRAMBLES
OVERALL
CHAMPION

If you are searching for a motorcycle lubricant that has been put to the ultimate torture test, look no further.

Spectro lubricants have been used to win practically every form of professional motorcycle competition there is. A.M.A. Superbike races, A.M.A. Dirt Track Races and A.M.A. Supercross Races are terrific proving grounds and we love to watch Team Spectro Racers winning them.

But in the A.M.A. GNCC Series and the A.M.A. National Enduro Series there seems to be an extra "dose" of torture thrown in for good measure. The mud bogs, the water holes, the trees (broken radiators), the rocks (flattened pipes) and the steep, slippery hills (with bikes scattered everywhere). And let's not forget the summer heat.

Mike Lafferty, Shane Watts, Fred Hoess and Nathan Knight have conquered these torture tests and more with our products and won, so that when you break the seal on a bottle of Spectro Oil, you will know that you have just made a winning decision....

THE SEARCH IS OVER.

1-800-2-GET-OIL
203-775-1291

CONTACT US

spectro@snet.net

OFFICIAL SPONSOR
OF TEAM GAS-GAS

**GAS
GAS**

OFFICIAL SPONSOR
OF TEAM KTM

KTM
SPORTMOTORCYCLES

OFFICIAL SPONSOR OF
TEAM FAST BY FERRACI

Husqvarna

[HOME](#) | [ENGINE OILS](#) | [TRANSMISSION OILS](#) | [FORK OILS](#) | [APPEARANCE PRODUCTS](#)



Crescent Mousse Inserts

Available in four sizes:
80/100-21, 100/90-19
and 110/100-18

Exclusively from Race Tire Service
800-772-TIRE (8473)
or www.dunlopracing.com

Race Tire Service is the exclusive distributor for Dunlop motorcycle racing tires in the eastern U.S., and Dunlop trackside distributor for motocross tires nationwide

RIDE BAJA

* See the sights on Honda XRs
* Visit famous Mike's Sky Ranch
* Includes Hotels/Meals/ Guides
BAJA OFF ROAD ADVENTURES
(714) 637-5770 FAX (714) 630-4474
Pictures of past tours at www.bajaoftoad.com

**Fredette
RACING
Products**



FRP CHAIN GUIDE

For most makes & models. Stronger than stock, wider for o-ring chains, with replaceable wiper blocks.

COMPLETE INVENTORY FOR KDX200!

- OEM Parts • Aftermarket Parts
- Performance Parts • Complete Shop Services
- Large Inventory of Used KDX200 Parts

FREDETTE RACING PRODUCTS

31745 Dixie Highway • Beecher, IL 60401
708-946-0999 fax 708-946-3264



A-LOOP Racing Electronics



GPS receivers, mounts, cables
and topo maps on CDROM.
Don't be lost without us.

(303) 791-0035
www.aloop.com

YANKEE TRADER

Want a free ad in Yankee Trader? Mail it into us, to the address on page 3, or e-mail to trmagazine@prodigy.net.
'99 KTM 200 M/XC Raced in '99, motor completely rebuilt (top & bottom end) last winter—only 2 races since. Beaucoup aftermarket goodies: C-Cycle Kayaba cartridge fork kit, M-T V-Force reed block, Elba II headlight, Dynoport pipe/silencer, Devol seat cover, e-line pipe guard, WER skid plate, new clutch w/steel clutch plates, suspension revolved by Enduro Experts, all stock hardware included, NJ Title. \$3450 (609)268-7258 eves.
1997 KTM Jackpiner 200LE Two owners, exc. cond., blk/gry plastic, with used blue plastic and set of brand-new blue plastic and graphics. NJ title. If you want one, get it soon, there were only 200 made. Not ridden in 2000. \$3500 obo, must free-up garage space. 609-953-2922, or trmagazine@prodigy.net.

1999 Honda CR250R Setup for woods or motocross, WER suspension, to many extras to list, excellent condition, must see, \$3300/OBO, call Mark (410)519-1449
1994 Suzuki DR350SE Dual sport, electric start, street legal in NY state, Magic Air aluminum air box, Devol aluminum disc protectors, FMF Powermax exhaust, jetted for maximum power band, resettable odometer, hi-rise handlebar mounts, Devol wraparound skidplate, new wheel bearings, chain and sprockets, and shop manual, excellent condition, conscientiously maintained. Will deliver anywhere in the northeast. \$2,000. 607-844-4844 anytime or motoglenn@aol.com.

1996 Husaberg FE400E Great bike for dual sports, not bad for enduros too. Light weight, electric start, street legal in New York state, engine rebuilt in 1999, custom skidplate, new tires, new battery, pro taper bars, new wheel bearings, Pacemaker computer, excellent condition, meticulously maintained. \$4,200. 607-844-4844 anytime or motoglenn@aol.com.

1995 KTM 300 EXC, Adult owned, Factory Connection forks, hand guards, disc guards, skid plate, etc. Low miles, exc. cond. \$2400 (207)646-5095

1998 KTM E/XC Many new parts: seat foam/cover, tires, chain/sprockets, Acerbis rally guards, and wheels bearings. Suspension done by WER, WER steering damper, Enduro Eng: slave cylinder cover, braided steel hose, needle bearing clutch lever, rear brake line. FMF Gnarly/Dyno-Port pipes, extras: two air filters, full set of plastic. Engine totally rebuilt top/bottom in January of 00' Well maintained, asking \$3000 but will negotiate. [\(607\)962-2961](mailto:sterglc@aol.com).

1998 Husaberg FE501E Excellent condition, less than 10 hours. Lots of extras and spares. \$4000 obo. 508-699-7037 or heron55@mindspring.com.

2000 Yamaha YZ426F Excellent Condition, WER suspension, awesome machine, low hours ext. parts, \$4600/BO call (703)-392-4194 or email [djrl4doc@aol.com](mailto:djr14doc@aol.com).

1988 Ford E 350 Race Box Van 130K, water tanks, 12 V heater, work bench, two beds, many cabinets, new tires set up for the racer, very good condition. \$5900/BO call (703)-392-4194 or email briruss@aol.com.

1996 KTM 300EXC New tires front and rear Dunlop 756 new front and rear sprockets RK o-ring chain skid plate rear disc guard fmf pipe wide foot pegs new fork seals and oil all susp. reworked by Smith asking \$2499.00 or obo (718) 962-6806 e-mail rmart2248@aol.com.

1988 KTM 350 EXC for parts. Complete motorcycle with N.J. title (bad rod). Keihin carb, WES silencer, \$400, (908-351-6115) or sjet760@aol.com.

2000 KTM 400EXC Racing Four Stroke. Raced 8 times. Bought new in April 00'. This bike is in excellent condition and well maintained. Enduro Engineering skid plate, Moose alum. hand guards with spoilers, MSR radiator guards, GP steering stabilizer, and K-Style. electric start & 6 speed trans. Race or fun ready! Asking \$5500 firm. Call Scott @ 203-332-9783 days or 203-888-1396 evenings.
Motorcycle Trailer. Sealion 3-rail trailer is made from galvanized steel. This trailer is super light and very stable at speed. Has a 25 cubic ft. storage box bolted to the front. Oversized wheels and tires complete the unit. Asking \$650 obo. Call Scott @ 203-332-9783 days or 203-888-1396 evenings.

THE BEST TRAIL RIDE ON THE PLANET!



All inclusive,
the best hotels, food, guides, XR Hondas
Guides, chase support, 25 years experience
Beautiful pine forest, beaches, Baja race course
3, 4 & 7 days, pre-running & custom tours

GO BAJA RIDIN' TOURS

www.gobajaridin.com

909-687-0808

KTM
SPORTMOTORCYCLES



CRE
KITS

ALL AT JERRY RANDALL'S

**VALLEY
MOTORSPORTS**

Phone
(413)584-7303



216 N. King St., Rt. 5
Northampton, MA

YAMAHA
Kawasaki
Husqvarna
HUSABERG



Bearings & Oil Seals

Worldwide Bearings, Inc.
Imported Directly from Mfg's
Call (800)575-3220
Fax (973)575-5969
E-Mail bearings@instantlink.com

FAIRWAY CYCLE



SUPPORT RIDERS

JACK LAFFERTY SR., BOB BENNETT,
KEVIN BENNETT AND CLIFF TENNEY

For all your Enduro and Cycle needs,
plus Fast, Honest service!



AMA Discounts
UPS Service Available



625 NEW ROAD • SOMERS POINT NJ 08244

(609)927-2071



SOLID FOAM TIRE INSERTS

FRONTS \$79.95 30 NO MORE FLATS!
REARS \$99.95 SIZES NO AIR NEEDED!

TECH PRODUCTS (973) 686-0012



HUSQVARNA BIKES AND PARTS
OLDER BIKES OUR SPECIALTY
CALL FOR ALL HUSKY PARTS

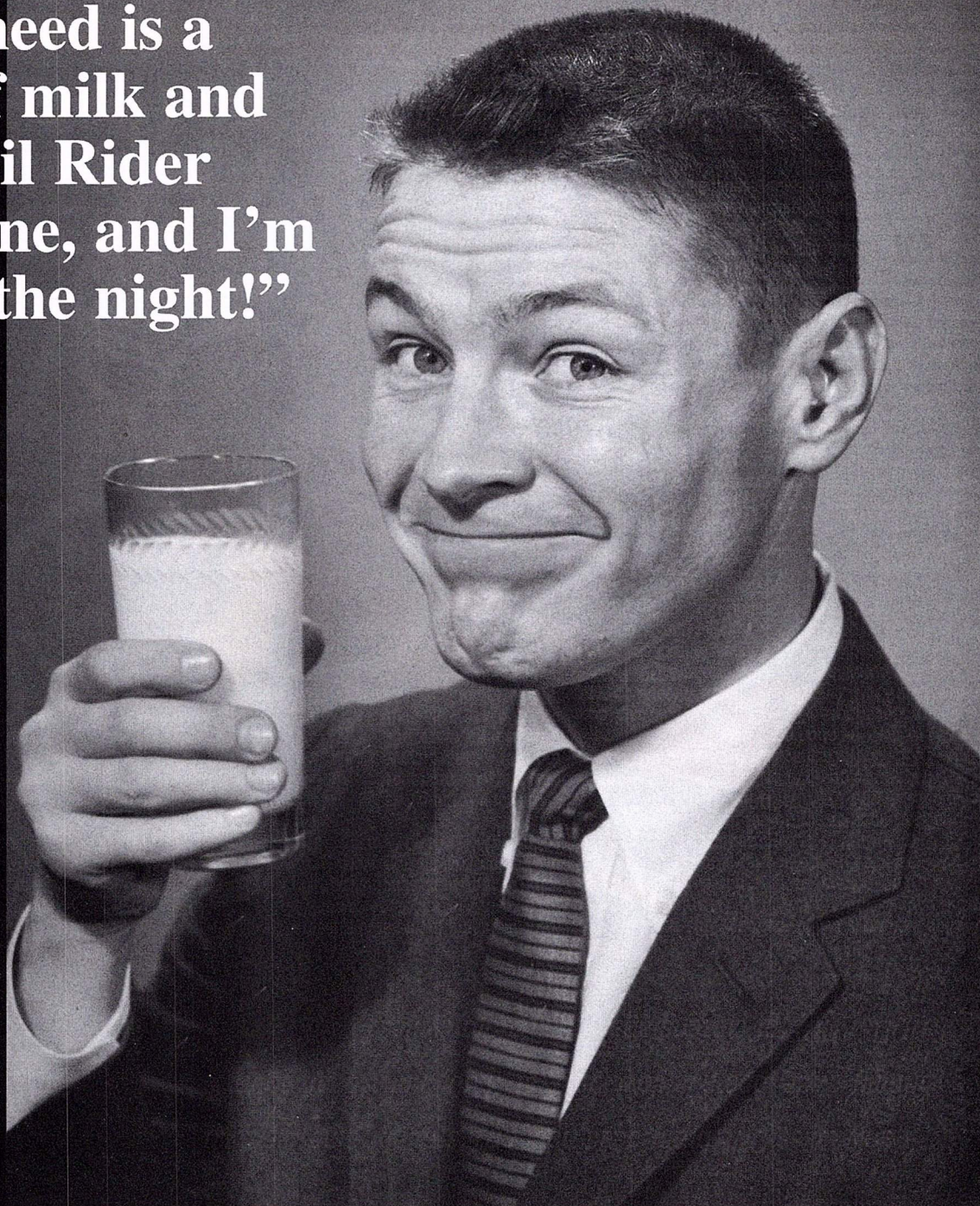
(508)695-2061

e-mail: morelcycle@aol.com

MOREL'S HUSQVARNA
353 SOUTH STREET
PLAINVILLE, MA 02762

“All I need is a glass of milk and my Trail Rider magazine, and I’m set for the night!”

“It used to be nothing but Grateful Dead concerts and body piercing all night long, but not any more. I started reading Trail Rider and my life changed—for the best! Now my life is hare scrambles, enduro riding, and clean-cut Charlie Williams writing about the wacky world of dirt. I live for my Trail Rider every month, and you can get it too just by filling out the coupon below and mailing it in with American money! C’mon! Join me in a glass of milk and a great dirt bike magazine!”



Trail Rider Subscription Coupon

**Yes! Send me a year's worth of Trail Rider, and help me clean up my act!
I'm enclosing \$18 in U.S. funds!**

This is a new sub ☐ This is a renewal ☐

Name

Address

City State Zip

Telephone

Subscription price is \$18 per year in continental U.S. Canadian subscriptions are \$30 U.S., please remit as Postal Money Order or cashier's check drawn on U.S. funds. Sorry, due to unreliable mail service, we no longer offer overseas subscriptions. No credit cards. Mail this form to:

Trail Rider Magazine • P.O. Box 2038 • Medford, NJ 08055



“The clean read!”

Subscribe And Save!



DIRT RIDER

One year of DIRT RIDER for only \$9.97

That's 76% off the cover price.

Please send subscription orders to:
P.O. Box 51007, Dept. 5FRAI
Boulder, CO 80322-1007

email: dirtsubs@petersenpub.com

*Offer is good in U.S. only. Canadian orders add \$13.00 per year (includes GST), all other foreign orders add \$15.00 per year (for surface mail postage); all payments must be in U.S. funds. Allow 4-8 weeks for your first issue to be mailed.

Jax	<small>* JART Rollchart Sample</small>
PROFESSIONAL ROLLCHARTS	9:27 38.8 24
	9:28 39.2 24
	9:29 39.6 24
ANY ENDURO	9:30 40.0 24
ANY TRAIL RIDE	9:31 40.4 24
ANY PLACE	9:32 40.8 24
* VERSION FOR ANY RIDER	9:33 41.2 24
* CHOICE OF AA	9:34 41.6 24
FACTORY RIDERS	9:35 42.0 24
CALL OR WRITE:	9:36 42.4 24
1210 N. JEFFERSON ST.	9:37 42.8 24
#H	9:38 43.2 24
ANAHEIM CA 92807	9:39 43.6 24
(714) 666-0136	

GAS GAS

GAS GAS

GAS GAS

ROOTSTOWN DIRT BIKE RACING '00's AT DEALER COST!

300XC \$5795

250MX \$5589

250XC \$5595

50MX \$1789

2746 S.R. 44, ROOTSTOWN, OH 44272

330-325-1630 FAX: 330-325-0983

E-MAIL: ROOTSTOWNGASGAS@YAHOO.COM

PARTS, ACCESSORIES & APPAREL AT DEALER COST



WE CAN FIX IT!!!

Motorcycle Radiators Only...Since 1990

RADIATORS

Clogged, Bent, Twisted, Smashed, or Leaking
We fix them right! For as low as \$35.00
One-day service. We also fix oil coolers.

MYLER'S (800) 367-7699 (801) 280-8040
8414 McDowell Ct., West Jordan, UT 84088

SRC

SUMMERS RACING COMPONENTS

1-800-221-9752

www.srcinc.net

TWO OF THE BEST!

**SHENANDOAH
HONDA**

1603 Berryville Pike, Winchester VA
Call John Ross (800)276-2036

THE MOTORCYCLE FACTORY

Honda/Kawasaki
3820 Prince William Pkwy, Woodbridge VA
Call Mark Spence (866)583-9600
Toll Free!

Enduro



**CheckMate - Full featured,
Infrared version now shipping!**

* AMA, ISDE, Brand X & Canadian rules

Please call for more info **1-800-331-0470**

IGO
Racing

Tech (504) 882-3107
FAX (504) 882-7700
www.icoracing.com



KTM PARTS

1-800-367-5209

www.mikescyclektm.com

GPS on your motorcycle!



Vibration-isolated GPS
mounts for off-road
Software for using
GPS to record
& map trails

We KNOW GPS, and
we stock the BEST!
GARMIN

CYCOACTIVE

www.cycoactive.com 800-491-2926

PENTON IMPORTS CO.

Importer and Distributor of

PVL

**HIGH PERFORMANCE ELECTRONIC
RACING IGNITIONS**

Vintage to Current Model Kits for
Single Cylinder Two-Stroke Applications
(Sold Through Any Established Motorsports Business)
Visit Our Website at www.pentonimports.com

1115 Milan Ave., Amherst, OH 44001
Ph:440-988-4474 Fax:440-988-4476

AKTIVE
REED SYSTEMS
THE WORLD'S BEST REEDS,
CARBON FIBER OR GLASS FIBER
215-541-0430

HELLION DESIGN
where the fastest off-road riders
in new england hang their hats

LAWSON
McLEVY
LAFFERTY
TIMOTHY

HELLION

413 568 1638
208 tannery rd westfield ma 01085

The Best in KTM Aftermarket

erider **VISIT US
ONLINE!**

(440) 286-6273

www.erider.ws

Featuring
"Dura-Max" Trick Parts

See our display ad
in this issue

USED PARTS SAVE 50% +

**DIRT CYCLES
SALVAGE**

**LARGEST INVENTORY
1980 & UP**

(508)478-5700

(508)478-5712



Work At It

This is going to sound like an "Ain't Hertfelder Great?" pat on the back, but it's actually a political statement. What prompts me to take finger to keyboard is all the commotion with the Presidential Election - which was two days ago. Already I'm hearing that the

Fern Enduro. Seeing an opportunity to show the better side of motorcycles I suggested we stop for lunch here and inside of three minutes riders and hikers were sharing extra water and granola bars.

The icebreaker was when I asked each of the riders where they lived and, of course, they were all

doing a good job when they asked me to share lunch at their stop at Batsto. When they sent me a check for forty dollars, for gas, I KNEW I had done a good job..

Last year, here in Arizona, I signed the van and myself up as one of the "sag wagons" for the popular Tour De Tucson, a grueling bicycle race looping well out into the desert with the start and finish at the University of Arizona.

Again, the Honda sat strapped to one side of the van while I trucked the bleeding riders and their broken steeds to the next aid station. I've seen some serious enduro-type briar cuts and mashed toes but nothing compares to the butcher shop look of a downhill bicycle get-off wearing shorts and a tee shirt on a concrete highway.

Also, last year I used the van, with motorcycle aboard, to put in ALL the mileage markers for the TUCSON MARATHON run. Because these markers are so prized I had to start putting them along the course at four a.m.! Just a minute ago Pam

Reed called and said she had someone else volunteer to do the 2000 event.

This makes me happy because I almost froze solid last year driving along with my side doors open so we could jump out easier to drive in the steel stakes.

Here's my suggestions for gaining voters ON OUR SIDE just in case there is a proposal on the town ballot to ban motorcycles from the local park.

If you meet horse-back riders on the trail shut down the engine and take your helmet off because, I've been told, helmets spook horses. A smile and a nod of appreciation toward a well-maintained animal can go a long way.

Anytime you're traveling with a motorcycle on a truck or trailer and you see a car in trouble on the side of the road stop and spend a few minutes. Repairing a split radiator hose with a few wraps of duct tape will definitely place another voter on our side.

And for Christ's sake register and vote, because, as we're finding out, EVERY VOTE DOES COUNT.

—Ed Hertfelder

Ed Hertfelder is a teller of tales and writer of books, as well as author of the globally famous Duct Tapes stories. Like to have a list of Hertfelder columns from 1986? Ask nice with a S.A.S.E. to Ed's ranch at P.O. Box 17564, Tucson, AZ 85731; or E-mail to ducttapes@yahoo.com. ♣

Florida recount is taking too long. This complaint is from people who are driven to TV studios by uniformed limo drivers so they don't waste ANY of THEIR valuable time waiting for a bus.

As I write, CNN is talking about an irate Florida group starting a lawsuit to get their mis-cast votes changed to who they THOUGHT they were voting for. What are we going to call this? Voting by MENTAL TELEPATHY? Or maybe, READ MY MIND?

They're also mentioning a ballot box that was, somehow, overlooked in a church. Even I can do better than THAT. How's about an 18 wheeler full of Florida ballot boxes driven by a crazed MODERATE to a paper recycling plant outside Metuchen, New Jersey?

Besides, overlooking a ballot box in a church would be like overlooking an aspirin bottle in the toe of your boot.

That title up there, Work At It, refers to what I, and all of us, should do to keep trail riding from becoming a political issue. It only takes ONE brain-dead rider on a straight-pipe vee-twin running wide open in low gear at 3:30 a.m. to antagonize THOUSANDS of citizens against all motorcycles. The next time a proposal to ban motorcycles from the Township Park comes up for a vote, these folks will remember the clown who woke them from a deep sleep one morning and RETALIATE. The voters have to be convinced that not all motorcycles are loud enough to break ear drums and are ridden by REAL people, not some twisted simpleton looking for attention.

Illustration: In New Jersey I joined a large hiking group, all ages but leaning to the 50+ persuasion and certainly 100 percent voters. These folks were almost convinced that trails were made by God to be WALKED on and were totally against trail riding of ANY KIND. Motorized, of course, but they were against even bicycles, and one day went bananas with a fellow who was running break-in mileage with some young sled dogs pulling a sled with wheels.

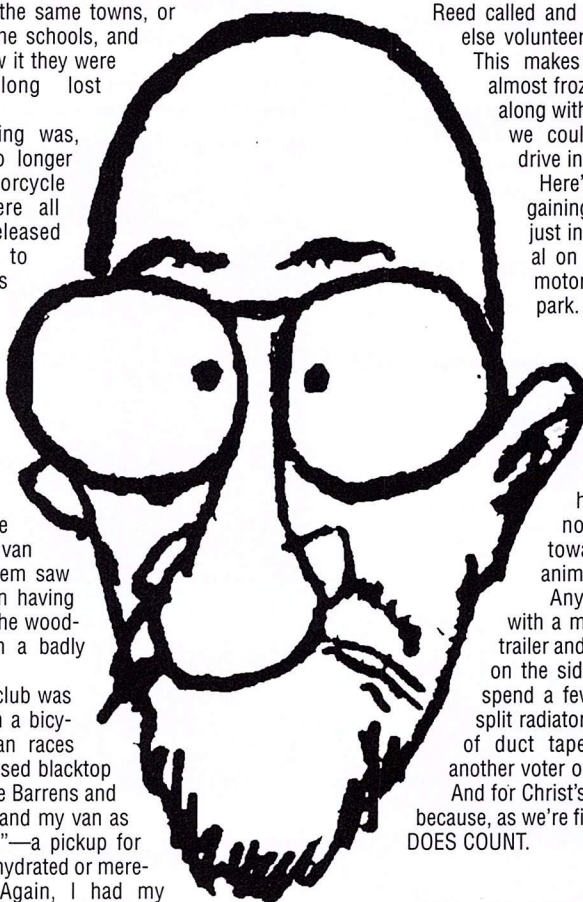
Then, one day around noon with maybe six miles behind us, we walked around a bend and there were four riders taking a break from laying out the Curly

from the same towns as the hikers. Or used to live in the same towns, or went to the same schools, and before you knew it they were acting like long lost cousins.

The main thing was, these hikers no longer thought motorcycle trail riders were all recently released felons looking to nail girls to trees anytime soon. And I discovered that trail riders clean up real nice.

Later, when I went hiking with the group, I always took my motorcycle along inside my van and some of them saw the advantage in having a way to enjoy the woodlands even with a badly sprained ankle.

That outdoor club was closely tied with a bicycle club that ran races along the little used blacktop roads of the Pine Barrens and I signed on me and my van as the "sag wagon"—a pickup for the disabled, dehydrated or merely depressed. Again, I had my Honda in the van and the riders who needed my services could SEE just where I was coming from. When I mentioned that almost every good off-road motorcycle rider used a mountain bike to keep their juices flowing between scheduled events I wasn't just blowing smoke. I knew I was



Product Evaluation

STAINLESS CHAIN

It's hard to make anything new and exciting in chains and sprockets, but Sidewinder's done it again!

Vic Krause of Sidewinder summed up his reasoning behind this new product as simply as he could. "Basically, we've had great success with our stainless steel sprockets, so I took it to the obvious conclusion and decided to create a stainless steel chain. Why? Because we want to sell chains and sprockets to everyone, and there's a lot of competition out there," Krause said. "How are you going to grab people if a dozen different companies are hotly competing with each other? I'll tell you how, you take the bit in your mouth and build something better than the rest of them."

It was a phone conversation, and Krause had us interested. "Send us a piece of that chain, and let's see what it can do," we told him. He went on to explain its construction. "The side plates are made out of stainless. The pins and rollers are made out of chromoly steel. The chromoly is actually better for the pins, it has less bending resistance than the stainless we could have used in its place. I wanted to make the rollers out of stainless as well, but that would have taken the price over the top—it doesn't make sense to build a chain that nobody can afford to buy. Instead, we heat treated the rollers and pins to a higher Rockwell index, a higher degree of hardness. What we wound up with is a superior chain, with side plates that won't rust or wear, and pins and rollers that make the chain tougher than anything else we've ever manufactured, at a price that's maybe \$20 higher than a standard chain, when the smoke clears."

Okay, enough of the marketing hype. When the chain arrived we were struck first by the color of it, all silver rather than the anodized gold color we gotten used to on most chains. Cool looking. We combined with a new smaller countershaft sprocket and wrapped it all around the 52-tooth stainless sprockets we'd had on the bike for the past four months. The rear sprocket showed areas between the teeth where the brushed finish had been smoothed down, but there was still no wear showing on the teeth, and no hooking at all. With it all adjusted to spec, we closed the garage and looked forward to the next ride.

As it turned out, the next ride would be a real acid test. We've been having a very wet summer here in the northeast, and the next time the newly-shod bike was rolled out was for the Ridge Riders' dual sport, which was two days of rain and abrasive mud. Wonderful! We were a little nervous about riding on a new chain in this kind of weather, since the bad weather would accelerate the normal break-in time. After all, when the previous chain was put on this bike, it needed an adjustment after a half-day of riding, and that chain was a Sidewinder Gold. We expect-

ed no less from the stainless chain, at least until it wore-in, and pledged to keep an eye on it.

And we watched it, every time we stopped. Look down, make sure the countershaft nut was still on, flip the chain with a couple of fingers and see if it moved. Nothing. Every time we checked it, it looked the same. At the end of the day, it was still tight enough that it didn't deserve attention. This was strange. All new chains needed to be adjusted after a day of riding at most, and this one was still fine after a day in the mud!

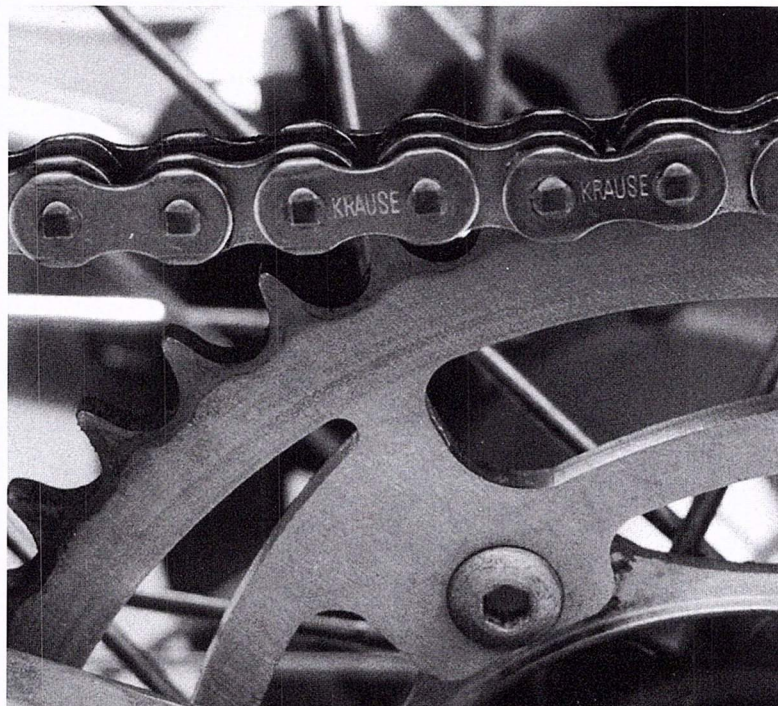
Okay, if that was the way it wanted to play, we'd play that way. The next day we started in the rain, without even toughing the chain with any lube. Rode all day, sometimes in a heavy down-pour, and ignore the chain for the whole day. At the end of the ride, the chain was just loose enough to be adjusted, about what a normal chain would need after a half-day of dry break-in. Still, we left it alone, and rode another 20 miles in the sand the next weekend before we finally tightened the chain. How much? About a half-turn on the chain adjuster bolts. That's it.

Well, that's the kind of performance that will make a believer out of you. We were already convinced about the longevity of the new Sidewinder stainless steel sprockets, after using one on a KTM 200 for a year. Now Sidewinder has stainless steel chain, and from what we've seen in two weekends of riding, it's another winner. Keep in mind that, with chromoly pins and rollers you can still get rust on this chain, so it's just as necessary to lube it—the best time to lube it is right before you wash the bike (makes it harder to get water past the o-rings and into the important part of the chain), and the night before you ride it. Right after a ride is good too, since that's when the chain is at its warmest, but not if it was a wet ride. Give the chain a few days to dry out first (since if

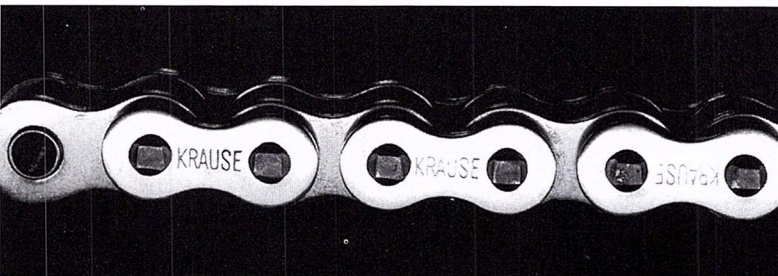
you lube a wet chain, you may be trapping water inside).

The stainless steel gear costs more, that's the only drawback. But, if you get many times the life out of a stainless sprocket, does it really cost more? No, it costs less. The same goes for the stainless chain. If this chain lasts as long as it appears to, Krause has a bullet-proof combination on his hands.

Sidewinder is offering package prices on sprocket and chain combinations, and we recommend the stainless steel wholeheartedly. Get in touch with Krause Racing/Sidewinder at 630-513-1000 and find out how much it is for your bike. Whatever it is, it's worth it in the long run. ▲



A bulletproof combination for the mud: Sidewinder stainless steel chain and sprockets.



Quad-staked pins are new on the stainless chain, and add greatly to the overall strength.



READY TO RIDE

Available at Tucker Rocky dealers nationwide • Proud sponsor of the Supercross, Nat'l Motocross, GNCC & Nat'l Enduro Series
Zero \$ 2001 catalog: 232 Granite St., Unit 101 - Corona, CA 92879